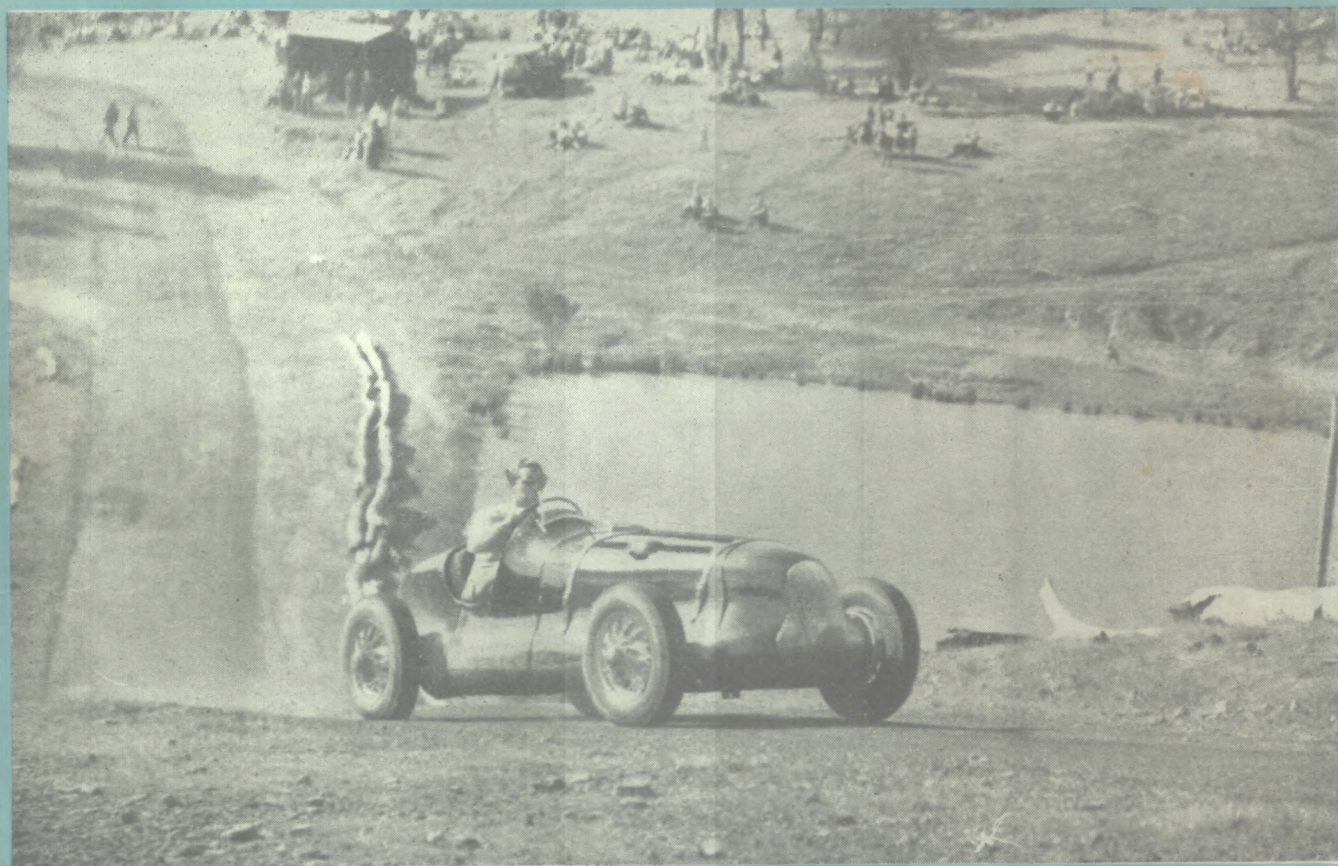
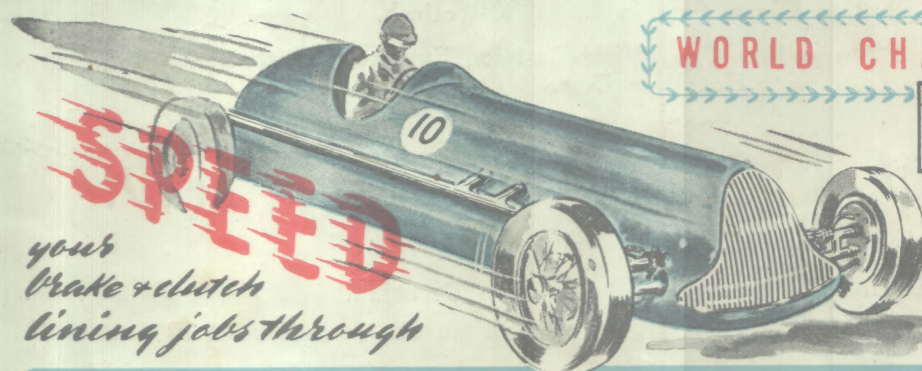


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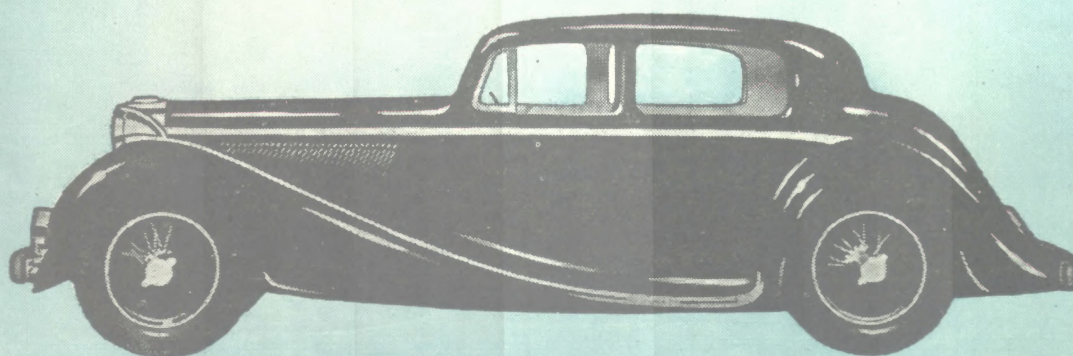
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SPOTLIGHT

By

John Banaclough

● CONTEMPORARY ARCHITECT Doug Snelling, with wife Nan, has just returned from U.S.A. They talked to me about motoring in America. Most busy metropolises (metropoli?) have overhead "freeways" for fast moving traffic; it is against the law to drive slower than the speed limit but permissible to exceed it by 5 or 10 m.p.h. Traffic moves at 50-60 m.p.h. bumper to bumper in peak periods three abreast; because the driver can see only the roofs of other cars as the road undulates ahead of him, and can see very little road surface at all, an uncanny illusion is created so that the landscape seems to move instead of his car. It is quite common for accidents to occur involving as many as a dozen vehicles, caused by one unfortunate who has perhaps braked hard without thinking. In the centre lane, for overtaking, cars would be doing, of course, about 70 m.p.h. It is not uncommon for cars to meet head on in a curve resulting in complete disintegration of both, or perhaps if a driver loses control because of tyre failure or something he will charge into the three rows of opposing traffic! In Los Angeles troughs have been sunk between the lanes so that in this event the gent can only kill himself and not a dozen others. M.G.'s are not popular in these places, because truck drivers can't see them in the close traffic. Trucks travelling in convoy and carrying 40 tons of liquid cement move at 60 m.p.h. on country roads and check for nobody. It is usually necessary to move so far over to pass in the opposite direction that half a tyre only can be kept on the concrete on the near side. The average American driver is, as a result of these things, accurate and capable but seems to the foreigner to be imbued with a false sense of security—I can't help feeling we was better off when we 'ad the 'orses.

● MOST STIMULATING news of the month is the unconfirmed report that Business Concerns in Bathurst, N.S.W., have, themselves, decided to promote motor racing at Mt. Panorama from now on; they are guaranteeing big prize money plus, possibly, expenses for interstate. The proposal is a two day meeting during the New Year holidays; eight races are to be run of which none will exceed fifty miles. This is the manner in which motor racing is promoted overseas, and is, I consider, the longest stride towards big time racing in Australia we have yet made, or had made for us. Other districts must now be made to see by clubs and enthusiasts the advantages of such events, both from the profit making and tourist attracting points of view.

● YOU CAN take it from me that the "Tasmanian Tourist Trophy" forecast by Roger last month was only made possible by his snooping into the "secret, confidential, and not yet for publication" files of the Spotlight dept. What's he think he's got, Spotlitical privilege?

● THE ROB ROY Championship hill climb was an outstanding success from every point of view; that Frank Kleinig should, as the lone N.S.W. entrant, have broken the record after coming so far to try, pleased everybody. I think "Dirt Track Charlie" is indisputably the cleverest sprint driver in Australia. In his record run he managed to get round the blind left hand corner with only imperceptible slide; it's of interest, too, that in the first right hand corner after the start he had his inside wheel a foot or more in off the road and seemed, instead of stabbing nervously at the power as is the practice at this point, cleanly and simply to reduce throttle until control was in hand again. Frank told me he was indicating 7,200 r.p.m. near the top. He also told me earlier in the day that he was "sick of this waiting business." "The butterflies," said he, "had done so many trips up and down his stomach that they had no fluff left on their wings."

● ALF BARRETT SAID: "You know, I think Frank's an absolute knockout at this sort of thing; there's nobody to touch him!" Alf's own performance in a car not suitable for hill climbing lent emphasis to the truth that the most experienced drivers are clearly the best.

● SPECTATING John Crouch said that my wearing a crash helmet was a clear indication of approaching middle age. I can't help remarking that he doesn't even seem to wear a racing car any more himself.

● IF I had to pick the three most attention-provoking performances, I'd choose Kleinig, Otto Stone and Ron Uffindel, the last in particular; I've never seen such unexpected energy transmitted so efficiently. The name brings to my mind the story of Ron Uffindel, after refusing any information to the interested as to why his car went so much better than other Austins, coyly allowing himself to be caught, seemingly by surprise, pouring fuel into his tank through a funnel full of briquettes.

● I CAN'T say nuts to Mr. Smyth, whose letter you'll find somewhere else, about over and under steering, because not only did I ask him to write it but because I think he's probably right, but there were two good samples of my kind of understeering presented by Dean in that splendid Maybach of his, and Hawker in the mad-dened Chamberlain Special. Both of these cars "corner on rails" quite uncannily.

● LEX DAVISON said my slap at his B.R.D.C. lapel badge has thrown him into complete confusion because he's had big ones sewn on his overalls in addition to the Alfa ones they already display, and now feels that perhaps he's gone too far.

● MISHA RAVDELL'S Ford A driven by Arthur Wylie, with new supercharger now, produced so much power in practice it had to be taken home to have its compression ratio lowered—and then seized an oil pump shaft before it even got at the hill record.

● MODIFIED and driven by Reg Nutt, the Davison M.G. TC broke a record for its type, with 33 odd seconds. Reg deserves all praise.



"Wasp" with Ernie Nunn at the helm—kicks up spray as she slides neatly round the buoy to win the Griffith Cup, Australia's Blue Riband in speedboating.

Twenty-five Years of Speedboating

Ernie Nunn, of Deepwater Motor Boat Club, Upper Bankstown, and brother of "W.T.," Australian Sporting Car Club president, finished last season right on top of the speedboat ladder—a fitting reward for 25 years' devotion to the sport of racing power-boats.

Driving his sleek 3-pointer "Wasp" with a Ford V8 in the engine room, Nunn collected the Griffith Cup (Australasian unlimited title), Eastway Shield (N.S.W. unlimited title), fastest time in the 70-mile Hawkesbury River bridge to bridge race and the 225 c.i. unrestricted record at 62.392 m.p.h.

Ernie Nunn was launched into speedboating at the age of 16 with a 20-ft. displacement boat. It was the original "Wasp," and the 4-cylinder Belsize motor pushed the boat along—and a lot of superfluous water too—at about 20 m.p.h.

His next boat, a step-hydroplane, gave him a lot of thrills, particularly when it got out of control and nose dived to the bottom of upper George's River. To counteract this porpoise-like tendency, Nunn conjured up what must then have been the forefather of all 3-pointers. He fitted two wing-like skis at the bow which successfully put a stop to further deep-sea diving; but alas, added further effort for the 6-cylinder Lexington engine which was clamped aboard aft of the driver, speed suffering as a consequence.

In search of greater speed, Ernie next acquired Peter Kemp's step-hydroplane, "Endeavour," fitted with a huge 8-cylinder Curtiss engine. The heavy combination, however, was too much for club racing. Nunn got hold of a huge V8 Sturdivant aero-engine, cut it down the centre, patched up one end, fitted a flywheel, christened it the "Bent Four" and went boating. The power was there in abundance, but it came in uneven lumps and the vee four set up a vibration which made Nunn feel he had got the shakes long before his time.

It was with some relief that he replaced it later with a standard 1936 Ford V8, and although the speed was much less—about 35 m.p.h.—it was at least capable of being driven in comfort. Ernie Nunn then got down to tuning for speed. The boat came in for lots of modifications which transformed it into a sleek racer with emphasis on lightness by ingenious methods of weight-saving. "Wasp" then made a name for itself by winning the Eastway Shield in 1939 and took the 225 c.i. record at 47.28 m.p.h.

Nunn got a shock when speedboat racing resumed in 1946 after the war. He found that the new-fangled 3-pointer hulls—"Max" (Bert Macfarlane) and "Miss Ada" (Ray Jentsch)—left "Wasp" standing when it came to speed. He got, literally, nowhere in the Eastway Shield of that year. "Miss Ada" won after "Max" snapped its propeller shaft.

Ernie made up his mind to join the select band of 3-pointers and, armed with a foot rule and a sporting invitation from Bert Macfarlane to measure up his Canadian-built Ventnor 3-pointer, he took copious notes.

The next year "Wasp" emerged as a single-seater 3-pointer, having grown two forward sponsons, a new (flat) bottom and a carefully tuned but standard Ford motor. Speed was there in plenty, but in the Griffith Cup of that year it took a prize purler; Nunn found that he had lost stability when he skimmed on the width of the sponsons. Nunn humbly admitted his mistake and set about rebuilding "Wasp" according to the book, with the amazing results of last season.

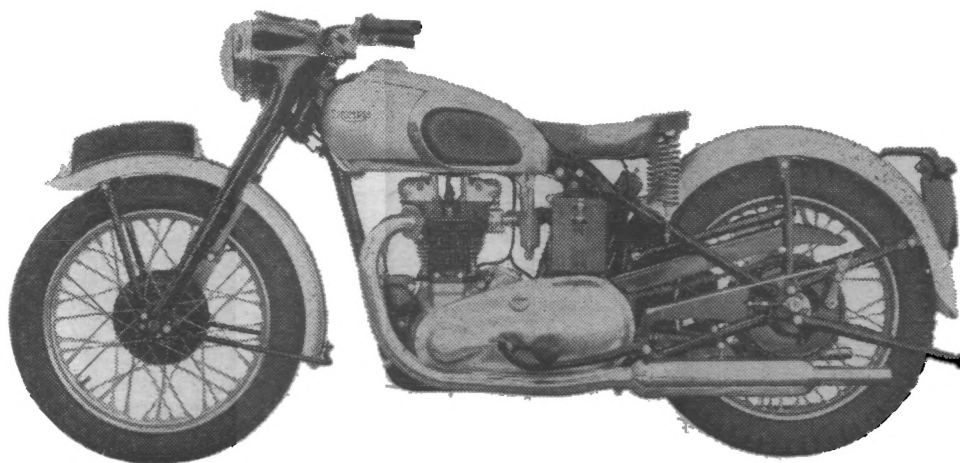
The potency of the standard 1936 Ford V8 has aroused great interest in the speedboat world, particularly when a single carburettor is noted when the hatch is lifted for prying eyes. Nunn insists that the engine is quite standard, the only alterations being a compression ratio of 7.2 to 1 slightly increased by fitting a thinner gasket, and a magneto in place of coil ignition. "Wasp" was started with a strap around the flywheel and Ernie was never seen to pull more than once.

During his record run the Ford peaked at 4,460 r.p.m., but the propeller and its pitch are vital factors in "Wasp's" speed. In the spacious yard of his Guildford home, Nunn has built a 500 gallon water-vat which he uses to test his engine in relation to the best choice of propeller size. It certainly has shown results, for Ernie is able to calculate the performance of his boat even before it enters the water. Incidentally, "Wasp" weighs 350 lb. and the power unit 350 lb. Aluminium engine bolts sheared in the last lap of the 1948 Griffith Cup (he crossed the line with the engine held in place only by the exhaust stubs) and have been replaced by 5/8th inch mild steel. The hull is of plywood with spruce stringers.

For this season, Nunn has reversed the power unit (flywheel front end) for a better shaft angle and has fitted a

(Continued on next page.)

The 1949 Triumph Tiger 100, at first glance is the same as the 1948 model, but many improvements have been incorporated.



For the new season, Triumphs continue to offer their well known range of twin cylinder machines, famous for their careful and practical design and construction. Although manufacturing conditions in post-war England are far from ideal, many improvements have been made in detail on the new machines, at no increase in price.

These improvements include a new method of carrying the instruments—the tank top is now completely clear

A wide range of models includes the 350 c.c. type "3T de luxe," and three 500 c.c. machines, namely, the Speed Twin, Tiger 100 and Grand Prix—the last is a special racing machine exactly similar to that which was victorious in the recent Manx Grand Prix on the Isle of Man. All models in the range have the familiar O.H. valve vertical twin engine.

MANY IMPROVEMENTS ON 1949 TRIUMPH

and may, if desired, be used for carrying small parcels on a "tank top parcel grid," a handsome chrome plated piece of extra equipment which can be supplied by the makers. Instruments are now carried in an instrument "Nacelle" which is a streamlined shell built into the top of the front forks and incorporating the headlamp, speedometer, ammeter, lighting switch, magneto cut-out button, steering damper knob and electric horn.

Another advantage which this arrangement brings is that the tank can be removed with no trouble when work has to be carried out on the engine.

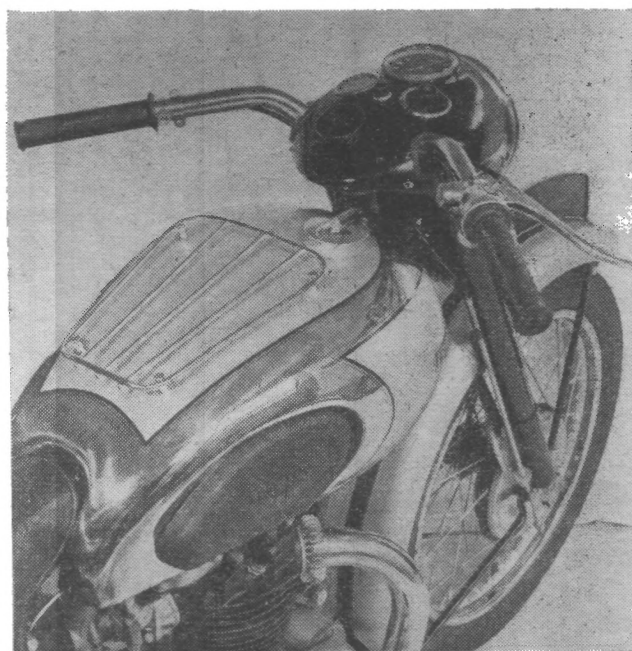
A specially designed Vokes air filter is fitted between the battery and the seat tube on all models; it has an easily detachable cleaning element, and is most efficient in use, while not offering any restriction to the carburettor air intake.

For simplicity's sake, the oil pressure gauge is no longer fitted; in its place there is now a visible button type indicator fitted on the pressure release valve, which is on the timing cover.

Handlebars have been redesigned and have inbuilt horn push and dip switch; the twist grip is new and has a friction control with finger adjustment. The air lever has moved to the nearside frame member under the saddle.

The first few machines released will have 40 watt dynamos, but when available, 60 watt type will be fitted in their place, giving the electrical system more insurance against failure. An armoured rear light cable led through the centre rib of the rear mudguard will not be visible in the new models, but is readily detachable at the point where the mudguard detaches under the saddle.

Rear suspension by the unique, but now familiar, Triumph spring wheel system will be offered as an extra on all touring types.



A close-up of the clean petrol tank with a parcel grid in place. All instruments and switches are mounted in the instrument nacelle.

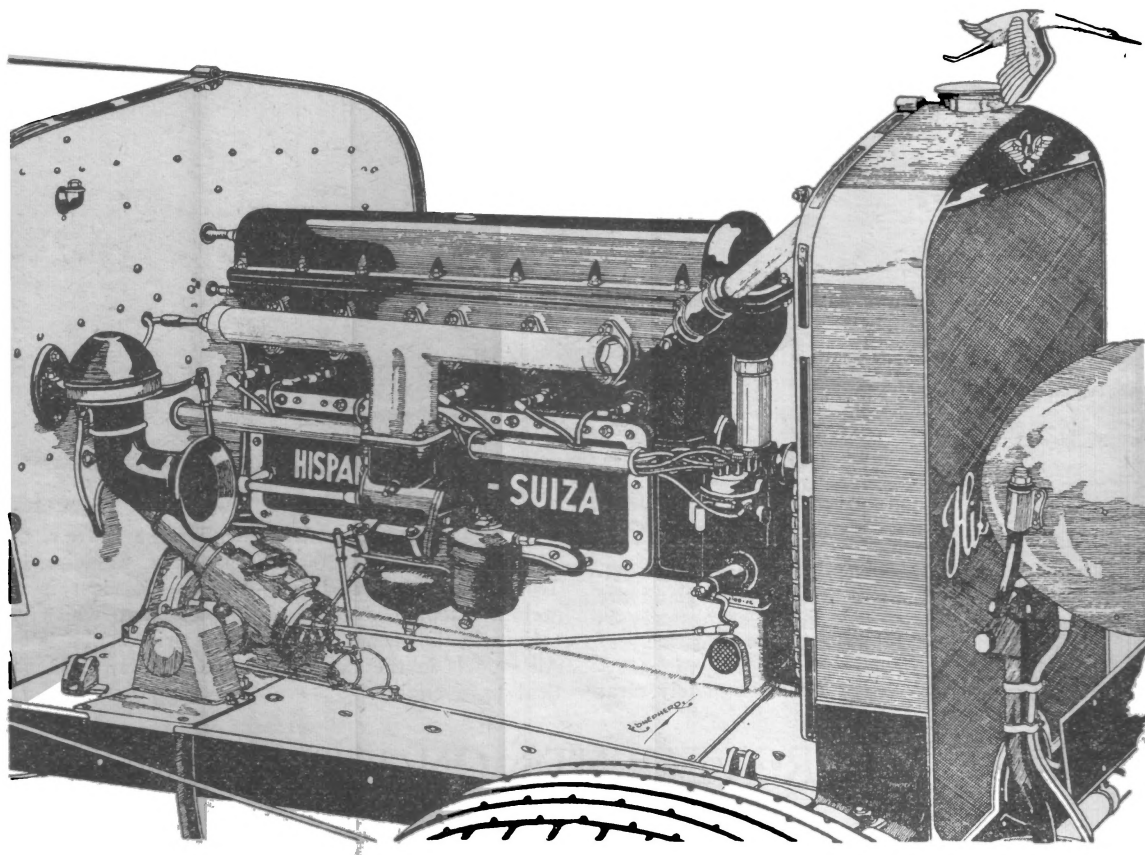
SPEEDBOATING—(Cont'd.)

self-starter. A central orthodox steering wheel flush with the dashboard will be seen instead of the small wheel he formerly used on the side of the cockpit.

Ernie Nunn welcomes the possible challenge this season from New Zealand but is not afraid of competing against the larger aero-engined boats which they use over there. He considers that the large boats will not be able to use their full speed on the short $1\frac{1}{2}$ -mile courses used in Australia. Nevertheless, he estimates that they will be able

to average about 56 m.p.h., which is some 5 m.p.h. faster than the best yet in Australia.

Ernie Nunn's 18-year-old son, Bill, is going to be a chip off the old block. He has built a 12-ft. 3-pointer on the lines of "Wasp" but with sponsons copied from those fitted to a famous American racer, "Guess Who." The Ford 10 h.p. Prefect shows evidence of much careful work, and young Bill hopes to achieve something in the region of 50 m.p.h. in his first "Do," as he has named it.



INTERESTING POWER UNITS—VINTAGE AND MODERN

No. 16—The 37.2 h.p. Hispano-Suiza, 1920-1934

By R. SHEPHERD

As fine a motor car as the industry ever conceived, the Hispano-Suiza had many adherents during its long run of manufacture. The six cylinder 37.2 h.p. model illustrated was perhaps the best known type, and its design and construction were undertaken with but one object in view—the production of an internal combustion engine which would always remain as nearly perfect as the hand of man could make it. How well the firm succeeded can be judged by the fact that the model continued in production with but few alterations down the years from shortly after the 1914-1918 war to 1934.

It may be as well to mention, before delving into the mechanical details, that two other models were offered besides the standard 37.2 h.p.—the Spanish car made at Barcelona with an engine of 85 x 110 m.m. (3,745 c.c.) to 1931 when its size was increased to 90 x 120 m.m. (4,580 c.c.), and also a sports edition of the French 37.2 h.p. model, of 45 h.p., known as the Boulogne. This had an engine of exactly the same design as the model under review, but of 10 m.m. greater bore (7,983 c.c.) and also a short wheelbase, higher compression pistons, special valve timing and other minor alterations with which the factory could offer a written guarantee of 95 m.p.h. in saloon form with five passengers on fuel of about 70 octane. This model was continued alongside the normal 37.2 h.p. until 1934.

In 1932 the French factory took over manufacture of the Spanish model and made it in addition to the two other cars; in 1933 the 12-cylinder 54-220 car of 100 x 100 m.m. (9,420 c.c.) was introduced. This must be considered as one of the two finest automobiles ever made. After dropping the 37.2 and Boulogne models in mid-1934, the firm continued making the 54-220 and a six-cylinder

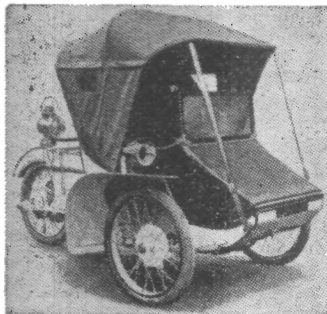
car introduced in 1935 (of 100 x 110 m.m. bore and stroke, 4,900 c.c.) until 1938.

Returning to the 37.2 h.p. model and, except for dimensions, the Boulogne, the engine was a six-cylinder of 100 x 140 m.m. bore and stroke (6,597 c.c.) and the cylinder block was cast in aluminium alloy with cylinder liners screwed in. These liners were made of cast iron until 1930, of nitralloy steel from then until 1934. The crankshaft was carried in nine plain bearings, and after 1930 was of nitralloy steel; the connecting rods were tubular steel and were fully machined, with alloy pistons. The crankshaft had full circular webs and was meticulously balanced, while two overhead valves per cylinder were operated by a seven-bearing overhead camshaft driven by a vertical shaft and bevel gears from the front of the crankshaft. This vertical shaft was enclosed in a tube, the whole drive being a little reminiscent of the Brescia Bugatti.

The alloy cylinder block was first enamelled inside the water passages by a special process under pressure, to guard against possible corrosion, then the whole exterior of the engine was beautifully finished in eggshell black enamel, this finish being almost indestructible. Valves had hollow stems and discs through which the cams depressed them; these discs could be screwed in or out by a special key in order to alter valve clearance. After 1930 the valve stems, adjusting discs, timing gears and crown wheel were all made of nitralloy steel, as was the water pump spindle. Besides the outer steel camshaft cover, which was felt padded and internally ribbed to deaden possible noise, there was an additional inner aluminium alloy cover to enclose the valve gear.

(Continued on page 8.)

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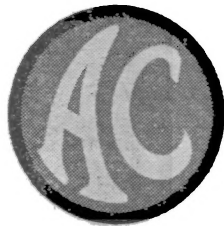
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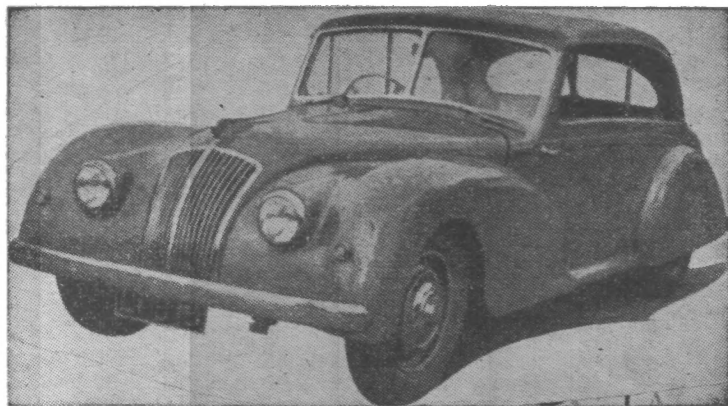
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INTERESTING POWER UNITS—(Cont'd.)

Ignition was effected by two plugs to each cylinder on opposite sides of the head fired by two Deleco distributors, which were driven by a cross shaft from the vertical shaft at the front of the engine. The water pump was also driven by this cross shaft on the rear side. A dual carburettor made under Solex licence drew air from two breathers at the front and rear of the alloy crankcase, feeding through an alloy manifold to the cylinders. The lower vertical part of this manifold was made as a twin orifice casting feeding into a straight horizontal pipe with six offtake stubs and screwed plugs in each end for internal inspection and polishing. In 1930 the pipe was exhaust heated, and by use of different sizes of copper gaskets the heat could be controlled for summer and winter conditions. The fan was of aluminium, driven by a whittle belt, and mounted immediately behind the honeycomb

radiator, which was a perfect example of beauty achieved through simplicity of design.

Lubrication was effected by a sump-situated oil pump fitted with rotary valves through which it forced oil to every conceivable point. The generator was driven directly from the front of the crankshaft, and all control rods had ball and socket joints, the workmanship of these being fully equal to Rolls-Royce standards—no further comment is necessary. The exhaust manifold had six offtakes and was tapered in section.

The foregoing is but a brief survey of this exquisitely made power unit, and anyone who appreciates the best in finish and workmanship, and has an opportunity to examine one, should certainly do so. This does not apply to those who consider "it would go well in a boat," or think, "wouldn't it make a beaut utility."

NEW ZEALAND MOTOR SPORT NOW ON NATIONAL BASIS

During the past year or so, the Association of New Zealand Car Clubs has been formed, its object being to co-ordinate motor car sport in N.Z. on a national basis, issue rules for the conduct of motor races and other events, register competitors and issue competition licences to them, and generally improve the standard of motor sport from all aspects. Representations are at present being made to the R.A.C. with a view to affiliation through that body with the F.I.A.

A brief history of the Association is as follows: In June of last year the N.Z. Sports Car Club invited all other clubs throughout New Zealand to send delegates to Wellington, with the object of holding a meeting to discuss the formation of such an organisation. The meeting was held in August, 1947, attended by delegates from the N.Z. Motor Racing Drivers' Association (Auckland), Manawatu Car Club (Palmerston North), Hawkes Bay Sports Car Club (Napier-Hastings), N.Z. Sports Car Club (Wellington), Canterbury Car Club (Christchurch), Vintage Car Club of N.Z. (Christchurch) and the Otago Sports Car Club (Dunedin); the majority of these bodies were already registered under the Incorporated Societies Act for their members' protection. The Association was launched and an executive appointed, after which considerable ground work was put in hand, coming to a head with the publishing of a set of Interim Competition Rules and By-Laws, and the issuing of competition licences for the 1948 season.

The Nelson Car Club was formed during the year and affiliated with the Association, while three further clubs are in process of formation under its guidance, one in the Wairarapa, one in the Auckland-Hamilton area (to be known as the Competitors' Car Club, its members' object being to compete in every available speed event) and the Southlands Car Club, in Invercargill. In fact, there is only one established car club which has not yet affiliated, but this position is expected to settle itself before very long.

On August 28 last the second annual meeting of the Association was held, and Mr. W. J. Cope, of 48 Richmond Avenue, Karori, Wellington, was appointed Secretary/Treasurer to the Association. Ground work done during the year was reviewed, and rules were added to or modified in the light of experience gained during that time. A competition calendar for the 1948-49 season was decided upon, and where the experience and ability of the promoting clubs justified this step, they were allotted National Championships; other events were termed Championships of the North or South Island, and Provincial Championships were also set down. By strictly limiting the number of National Championships to one in each category of event, it is hoped that a larger number of competitors from all clubs will be induced to enter for

them, and, in fact, that in time entries from other countries may be attracted.

Events have been divided into five main categories; these are, road races, beach races, reliability trials, hill climbs and sprints. The first National Championship for 1949 will be a hill climb, to be run by the N.Z. Sports Car Club on February 12. This will be followed on February 26 by the Road Racing Championship, to be run by the Canterbury Car Club; in March by the Sprint Championship (Hawkes Bay S.C.C.); the Canterbury Car Club will run the Beach Racing Championship on April 16, and during May or June the N.Z. Motor Racing Drivers' Association will run the Championship Trial for the season. North Island Championships will include the Hawkes Bay S.C.C.'s hill climb on January 29, and the N.Z. Sports Car Club's sprint on November 20 and road race on January 22 next. In the South Island the Otago S.C.C. will run a hill climb on March 4, and the Canterbury Car Club a sprint on February 19.

Provincial Championships will include the Otago Sprint on December 4, the Hawkes Bay Sprint which was run on September 11, the Canterbury Trial on June 25 next, the Wellington Hill Climb during February or March next (by the Manawatu C.C.) and the Canterbury Hill Climb on April 16 next, while the Vintage C.C. of N.Z. held a Vintage only hill climb on September 18. This crowded season promises to give the members of the various clubs plenty to do, both organising and competing, and the National Championships promise to be most interesting events.

The Special problem evidently has a major place in the minds of N.Z. organisers, as the Association has published a by-law on their construction, requiring them to be fitted with sufficient bodywork to hold the driver in on corners and over bumps, a bucket seat not being considered as part of such bodywork, also they must have metal bonnets and fireproof engine bulkheads.

Much thought is being given to the problem of crowd control, and the Canterbury Car Club has, very rightly in view of the fact that it has been allotted the two major race meetings for the coming year, given the problem major consideration. The Association, in order to put records on a good footing, is appointing official time-keepers in the various districts, who will be responsible to the controlling body for the accuracy of their watches. If present negotiations are successful, the Association will arrange a "blanket" insurance cover for all speed events, the cost of which will be borne by all clubs affiliated.

Mr. Cope, the Secretary of the Association, is anxious to correspond with car clubs and enthusiasts in Australia as an initial step towards an exchange of competitors when the shipping position gets easier, and with a view to getting assistance on problems of organisation which the longer experience of promoters in this country has enabled them to overcome.



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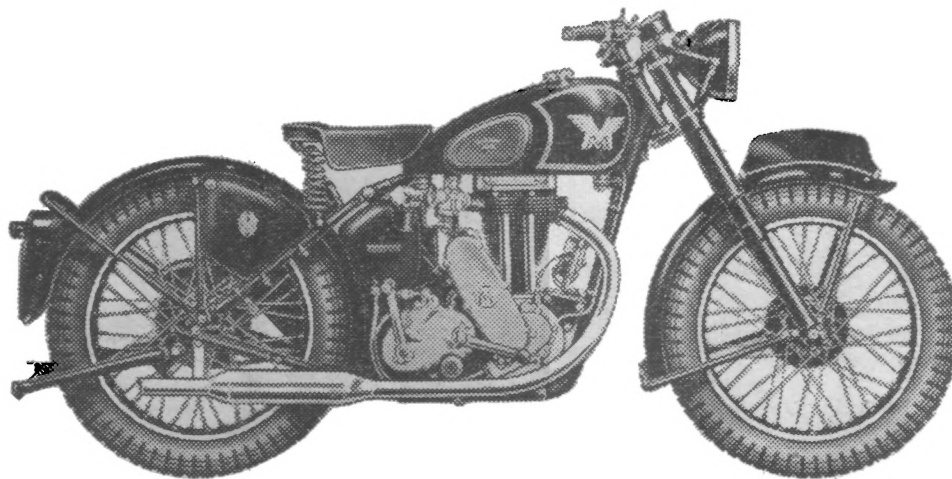
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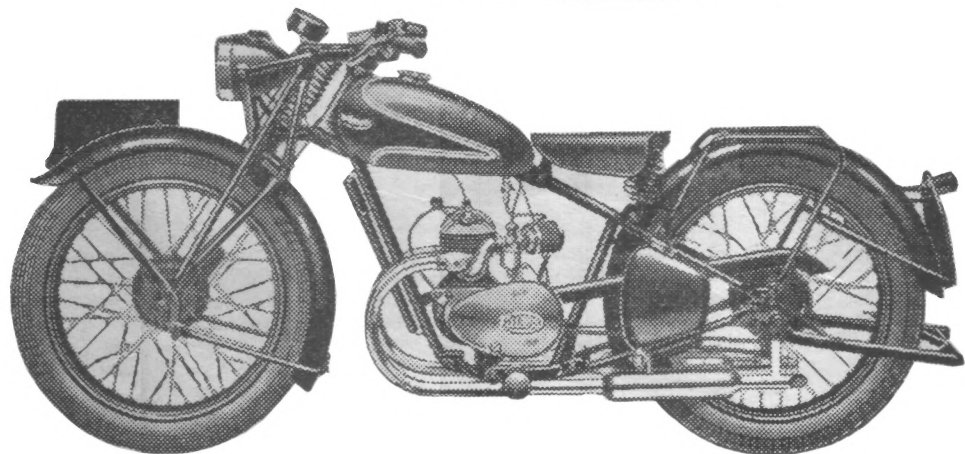
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DIGEST OF THE

**MOTOR CYCLING NEWSREEL.**

The Gliding Club of Victoria announces that it will be holding a film evening on December 14, with the co-operation of the Shell Co. of Australia, in their Melbourne Shell Theatre. The films shown will be of particular interest to motor cyclists generally, and they are invited to enquire about tickets from the secretary of the club; letters can be sent to its registered office at 28 Princess Street, Footscray, W.11.

ALFETTES SUCCESSFUL AGAIN.

Type 158 Alfa-Romeos filled the first four places in a recent race on the reconstructed Monza track; as before the war, very high lap speeds were a feature of the race. J. P. Wimille actually lapped at nearly 118 m.p.h. in practice, and won the actual race after leading almost from the start at an average speed of 109.98 m.p.h. He did not, however, make fastest lap during the race, this achievement being to the credit of Sanesi, who put in one lap at almost 117 m.p.h. and finished third. Count Trossi was second and Taruffi fourth, a Maserati coming home fifth. Sommer, driving a new Ferrari, came into his pit after seven laps and collapsed, having to be helped out of his car—he has suffered ill health throughout this season. Villorosi battled with engine trouble in his Maserati until half way through the race, when he was forced to abandon the car on the course and walk back to the pits. The winning Alfa-Romeos had the big blowers and single exhaust pipes.

NEW SPORTS DAIMLER.

The Daimler factory has announced a Special Sports version of its 2½-litre chassis. Little chassis alteration is apparent, but the engine develops 85 b.h.p. at 4,000 r.p.m., due largely to the use of twin S.U. carburettors. An interesting note in the specification is the provision of a geared-up top gear in the Wilson preselector box, giving an overdrive cruising ratio of 3.55 to 1. Cars will be supplied complete with Barker built drophead coupe coachwork of attractive traditional lines built, in view of the car's purpose, with special attention to lightness. Two or three passengers can be accommodated on the front seat, and there is a sideways facing occasional seat for one additional person behind. The new Daimler has been built to cruise effortlessly at high speed, not for a high maximum speed as a primary object; however, the quite brisk performance of the normal 2½-litre cars promises well for the new car with its greater power and reduced weight.

MASERATI BROTHERS' NEW CAR.

The Osca, built by the Maserati brothers since they severed relations with the Maserati works, has had its first success—at Florence (Italy), where it won a race run under Formula II., beating the 2-litre Ferrari. The car is a 6-cylinder of 1,100 c.c., of advanced design. Few details of chassis construction have so far been found out, as this was the new car's first appearance.

NEW YEAR'S DAY MOTOR CYCLE RACES.

After a period of doubt whether permission would be forthcoming for the Ballarat motor cycle T.T. races on New Year's Day, enthusiasts were relieved during the month to learn that the Ballarat Club has been given sanction to hold the races, providing they avoid using the short stretch of public highway which had tentatively been included in the course.

The races will be run wholly in the park and will include, as announced last month, the Victorian Senior,

Junior, Lightweight and Sidecar Grands Prix with two Clubman's races. It is interesting to learn that Fergus Anderson, European motor cycle road racing champion, will be in Victoria on a tour at a time which will permit him to compete in the Victorian Grand Prix, for which he has entered already. Entries will close on December 8 with Mr. A. A. Kerry, 1008 Lydiard Street North, Ballarat, Victoria.

AUSTRALIAN T.T. REPRESENTATIVE RETURNS.

A.C.U. Ambassador Eric McPherson arrived back in Sydney early this month, passing through Melbourne on Cup Day, November 2. He brought back with him two very fast motor cycles which will almost certainly be seen in action at Ballarat on New Year's Day; they are both 350 c.c. and are a type 7R A.J.S. with overhead camshaft, and a KTT Velocette of the latest series, both machines which should enable Eric to do very well in Australian competition.

He reported that road racing was very popular overseas and particularly in England, but that in that country it was impossible to hold motor cycle racing so organisers and competitors were compelled to go out of the country to do so—to Ireland, the Channel Islands, etc. Although Eric was dogged by misfortune overseas he was impressed by the courtesy and interest with which he was received everywhere.

VICTORIAN S.C.C. TROPHY PRESENTATION.

A meeting of members of the Victorian Sporting Car Club at the V.A.C.C. rooms in Lonsdale Street on November 10 was well attended. Trophies won in the recent trial and the Championship Cup were presented, and there was a picture show before supper. The club will be holding a treasure hunt on the 28th of this month, starting at the corner of Shakespeare Grove and Spencer Street, St. Kilda, at 8 p.m. Supper will finish the event at 10 p.m. at the Katarina Cafe.

QUEENSLAND MOTOR SPORTING CLUB'S CENTAUR APPEAL.

Almost a hundred vehicles took part in the Q.M.S.C.'s procession at the Albion Park Race Course on October 24 in aid of Nurse Sally Fraser's candidacy for the Centaur Appeal; eighty of these entered in the Concours d'Elegance, and the proceeds of the day were sufficient to achieve its object of raising £300 towards the Appeal, making the club's candidate eligible for selection as Nurse Centaur. Special awards were made to L. Austin for the best decorated car, Mr. Windle's "Centaurpede" as the most humorous car, and to Messrs. Greyhound Coaches for their entry of five passenger coaches. Although proposed match races could not be run owing to the track's condition, a special event—Jack McLennan's "Dice with Flame"—was well received. The Cavalcade and Concours will be repeated next year and if possible a hell-drivers' show will be given then.

The club will hold its annual presentation dinner during the first week of December, and the annual general meeting will be held in the last week of January. A list of unconfirmed local records from September 1935 to August 1948 is published in the latest club circular. A.A.A. confirmation of these records has been sought but the club has not yet been able to persuade the A.A.A. to take this action.

SPEEDBOAT NEWS.

As from December 1 the 225 cubic inch class speedboat championships will be increased to 255 c.i. so as to keep in line with the American Power Boat Association,

to which the Australian body is affiliated. The move is an extremely popular one and will permit boat owners with Mercurys, 1942 6-cylinder Ford engines, late Dodge, De Soto, etc., to compete in the King George IV. Whisky Cup race in February and the new Robert Dewley race at Broken Bay, N.S.W., on April 4.

Because of low tide on December 11, the Stuart Doyle Gold Cup race (N.S.W. unlimited power, restricted, hull, title) at Port Hacking will be postponed until January 8, when a full tide will be running.

R.M.Y.C. Toronto (Newcastle) will stage a 255 c.i. speedboat championship this season. It promises to be hotly contested, with Keith Walker's "Zoom" as the northern hope.

* * *

The first speedboat fatality in N.S.W. for 15 years occurred at Port Hacking on October 9. Clem Lewis, driving his little skiff, "Miss Pat," went into a tail-spin in front of "Cobra" (N. Chipperfield) while rounding a buoy and a collision was unavoidable. Lewis received injuries from which he later died.

Clem Lewis held the 135 c.i. restricted record in "Miss Pat" at 43.168 m.p.h. and was showing a fine turn of speed this season, having won the club's first handicap race against much larger boats. It is probable that R.M.Y.C. Port Hacking will shortly introduce a Memorial Race in Lewis' honour.

The A.P.B.A. is deeply concerned in retaining the safety factor in speedboat racing and will press for drivers in club races to wear crash hats in addition to life-belts as compulsory equipment.

* * *

The Victorian Speedboat Club was formed recently to race power-boats in Port Phillip Bay and have applied to the A.P.B.A. in Sydney for affiliation.

BOOK REVIEWS

"MOTOR CYCLIST'S WORKSHOP."

By "Torrens" of "The Motor Cycle."

(144 pages with drawings and illustrations)

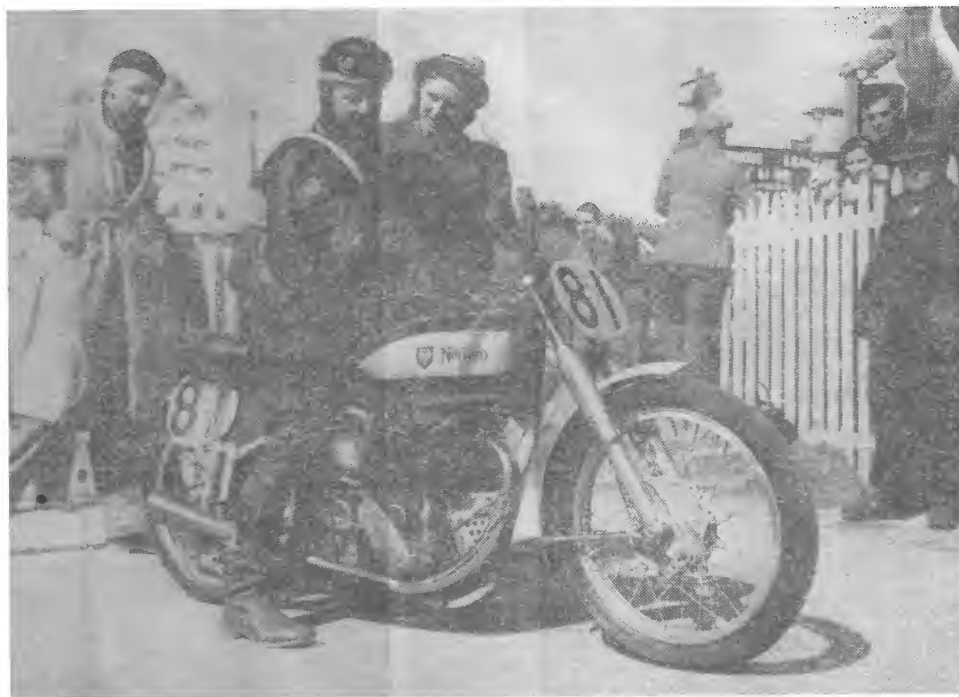
The fifth edition of this useful book includes a section on motor cycle tuning, applicable both to two and four stroke engines, which should be most valuable to the rising generation of aspirants to open competition success. The accent is, very properly, on painstaking and accurate fitting and assembly, and some very useful hints and directions are given.

The book starts with a description of what the writer considers would be an ideal amateur's workshop, and then gives practical suggestions on how this ideal can be approached by owners whose facilities and finances are limited, as the amateur's so often are. Tools and their use are clearly described in such a manner that the most inexperienced should have little difficulty in acquiring skill and dexterity.

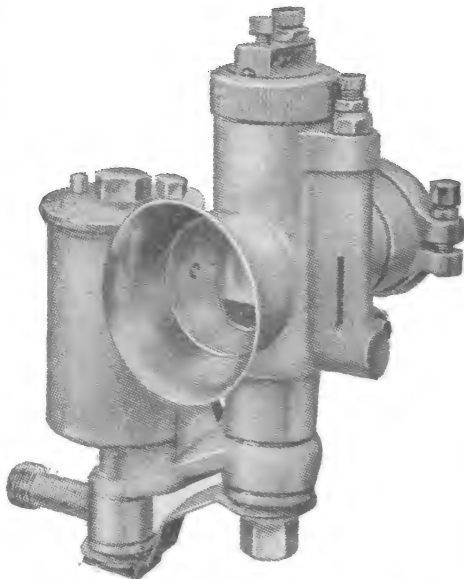
Other chapters describe in detail (fully illustrated) every operation the amateur may wish or be compelled to carry out on his machine, from soldering to enamelling, and from replacing a valve spring to aligning a crankshaft. Typical chapter headings are: "The Art of Using a Scraper," "Lapping," "Polishing Engine Parts," "Pipe Bending," and so on, all of them taken for granted by the experienced mechanic but often puzzling to the average owner.

The small cost of this book makes it hardly worth while or economical to be without its convenience; even motor cycle owners who do not usually carry out their own work may be grateful in an emergency if this book is on their shelf.

ISLE of MAN



D. Parkinson being congratulated by his wife after he had won the Junior Grand Prix at Douglas, Isle of Man. His Norton is particularly interesting; the cylinder barrel is very deeply finned to meet the requirements on fuel and yet permit a high compression ratio to be used without over-heating the motor. The air scoop on the two-leading-shoe front brake will also be noted—the shoe operating mechanism was enclosed in the back plate to mislead the unobservant.



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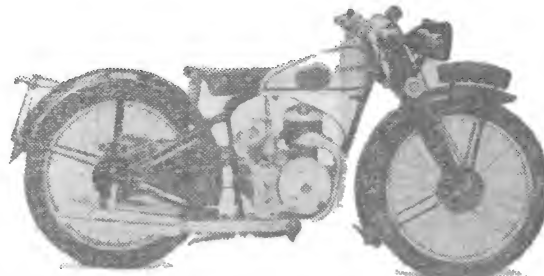
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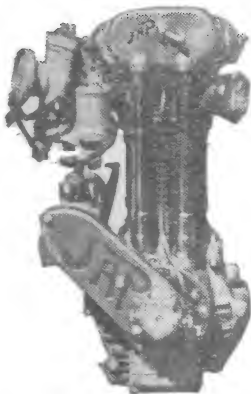
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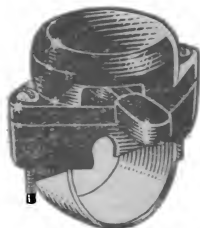
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The Victorian Scramble Championships

(By "Valve")

Mud in the creek bed at the second crossing made it the most difficult section of the course. Invitation Solo Scratch riders L. Murray (80) and N. Mills cross it.

Scramble Championship Day! The day most clubmen look for over the winter months as the culminating event of the scramble season. But not only did the clubmen turn out though, for thousands of the general public had made up their minds to witness the classic. Even as early as 11.30 a.m. it became apparent that we were to see a record crowd in attendance and, as the time for the first event drew near, all vantage points around the 1 1/8th-mile circuit were occupied.

On this occasion we had the pleasure of seeing two of Mildura's representatives in Alan Melville and Alan Pike compete, and I saw about six other solo and sidecar outfits there with "Mildura" pennants up to indicate to us just how far these lads will come to see their clubmates in action.

The weather was perfect and, as the organisers had done a great deal of preliminary work on the Saturday, there was no fuss or bustle on the day of the show. Those that appeared to be the leaders in these activities were Merv Cooper, Perc Quincey, Ray Pearson, Reg Bennett and last but by no means least, Gordon Dobson. The latter was a tower of strength to the show in that he supplied all his club's gear for the event and did more than his share in erecting it.

The two creek crossings had been timbered up to facilitate progress, or most of the competitors would still be there. Even then, these creeks proved the undoing of more than one rider.

Among our many visitors from all parts of the State were, as usual, a team from Ballarat, and, this party included among its ranks one, Trevor Negri, who did a grand job as commentator for the meeting by giving the public all the details of the racing that help to make these meetings more palatable.

We must not let the opportunity pass without extending our heartiest congratulations to the St. Kilda M.C.C. on its fine achievement of winning every championship for the year. However, on their performances during the season, we would have been surprised if the results had been otherwise.

The up to 250 c.c. Solo Championship was the "soup of the dinner" as it were, and Duncan Smith led from the white to the check flags, while Joe Donovan, last year's champion, could only manage second place this year.

In the up to 350 c.c. Solo Championship, Eric Walsh was first away and led on the first lap, but Geoff Blythe soon collared him and won by about 16 seconds. Very prominent among the leaders in the early laps were Merv Cooper, George Morrison and Ray Wason, but the winner's superiority was never in doubt.

The All Powers Solo Championship was a very keen affair with the leaders on the first lap being: Lyall Clarke, Alan Melville, Alan Pike, Merv Cooper, Len Gibson, Eric Walsh and Geoff Blythe. The latter was in seventh place and well back in the field.

Lap 2 saw Clarke, Melville and Blythe in that order, and on the fourth lap Blythe hit the front when Lyall got stuck in the creek, while Melville who was third at this juncture was displaced by Eric Walsh on the last lap.

The surprise of the day was Norm King's "bolt" at the start of the Sidecar Championship and his subsequent form in holding off George Murphy until the third lap, but after that it was "shut the gate."

The Invitation Solo Scratch Race was put on to give riders not eligible for selection in the championship a scratch event, and very successful it proved. It was limited to 30 riders, and the Castlemaine lad, Les Sheehan (of whom I have written before and I will again) did a grand job to hold off such riders as Keith Johnson and Ken Rumble. He also beat all but Rumble home in the solo handicap after giving him 30 seconds start.

Results:—

Up to 250 c.c. Solo Championship (5 laps).

1. DUNCAN SMITH (Velocette) St. Kilda
2. J. DONOVAN (Velocette) Ballarat
3. I. ROBINSON (Ideal Special) Essendon

Time, 9-10 2/5ths.

Up to 350 c.c. Solo Championship (5 laps).

1. G. BLYTHE (A.J.S.) St. Kilda
2. E. WALSH (Velocette) Harley Club of Vic.
3. G. MORRISON (Velocette) Ballarat

Time, 8-59 1/5ths.

All Powers Solo Championship (5 laps).

1. G. BLYTHE (J.A.P.) St. Kilda
2. L. CLARKE (J.A.P.) Harley Club of Vic.
3. E. WALSH (Velocette) Harley Club of Vic.

Time, 9-9 4/5ths.

All Powers Sidecar Championship (5 laps).

1. G. MURPHY (Norton) St. Kilda
2. R. SMITH (Levis) Fairfield
3. L. McCLELLAND (Norton) East Malvern

Time, 10-18.

All Powers Solo Invitation Scratch Race (5 laps).

1. L. SHEEHAN (A.J.S.) Castlemaine
2. K. JOHNSON (B.S.A.) Preston
3. K. RUMBLE (B.S.A.) East Malvern

Time, 9-21 3/5ths.

All Powers Sidecar Handicap (5 laps).

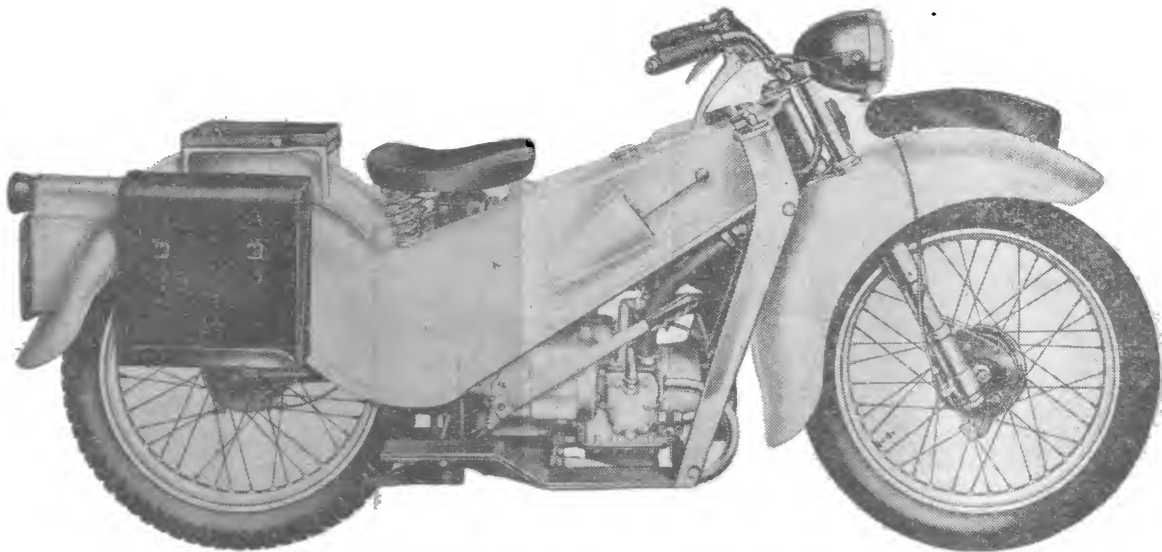
1. L. McCLELLAND (Norton) East Malvern
2. L. CIANCARULO (Norton) Harley Club of Vic.
3. N. KING (Ariel) Richmond

Time, 10-55 4/5ths.

All Powers Solo Handicap (5 laps).

1. K. RUMBLE (B.S.A.) East Malvern
2. L. SHEEHAN (A.J.S.) Castlemaine
3. M. COOPER (B.S.A.) Box Hill

Time, 9-56 2/5ths.



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Valves	Side by side, adjustable tappets
Connecting rods	Steel
Big end bearings	Roller
Main bearings	Twin row ball each end of crankshaft
Cylinder heads	Aluminium alloy detachable
Transmission	3-speed gearbox in unit with engine, plate clutch in separate compartment, enclosed bevel pinion; hand change
Elect. equipment	Coil ignition, flywheel mounted distributor with automatic advance. Generator also in flywheel, 6V. battery under seat
Frame	Completely unconventional, of pressed steel construction, incorporates rear mudguard
Suspension	(Front) Telescopic forks with coil springs; (rear) pivoted forks and coil springs adjustable for load
Brakes	5 in. diameter front and rear
Tyre size	3.00 x 19 in.
Equipment	Footrests adjustable for height, leg shields, pannier bags, speedometer, 6 in. headlamp with dip switch, electric horn, parking lamp and tail light, centre stand operated by starting lever, special starting circuit for use with flat battery.

Breaking entirely fresh ground, a 149 c.c. lightweight Velocette made its debut at the London Exhibition this month; this machine is completely different from any Velocette motor cycle previously built, and its specification includes many new and practical features.

Starting from basic principles, the Velocette design staff set themselves the task of building a machine which would give satisfactory service for long periods with only casual attention, and one which would be suitable to every class of road work, capable of being ridden in all weathers reasonably possible for two-wheeled travel without the necessity to the rider of wearing special protective cloth-

ing. As their trend of thought was unconventional, they also had to make a machine which, although different in many details to accepted types of motor cycles already in production, would so clearly offer the advantages of quietness, cleanliness, comfort, simplicity and economy of operation that these advantages would outweigh its unconventionality, and it would be acceptable to a critical public.

First of all, the almost universal tubular steel cradle frame has been discarded, and there is, in fact, no frame as it is usually understood. Secondly, the engine is a transversely mounted horizontally opposed twin, water-cooled. Thirdly, all enclosed shaft drive from a hand change three-speed gearbox to a bevel gear and pinion has been adopted. This is a brief summary of the salient features.

On closer examination, the engine has a bore of 44 m.m. and a stroke of 49 m.m., giving a capacity for the two horizontally opposed cylinders of 149 c.c. The cast iron cylinders are spigotted deeply in the aluminium crankcase, both to assist rigidity of the engine and to reduce its overall width, which is only about fourteen inches. Five studs hold the barrels to the crankcase. The detachable aluminium alloy cylinder heads are attached to the barrels by six studs each and carry the 10 m.m. sparking plugs set at an angle. Water cooling has been employed for several reasons, chief amongst them being that it maintains a more even operating temperature and so tends to make an engine more long-lived; the blanketing effect of the water jacket results in a high degree of mechanical silence, and an engine so cooled can be completely shielded as there is no necessity for it to be exposed to the main air stream.

Light alloy split skirt pistons have two compression rings and an oil ring each, and fully floating gudgeon pins are retained by end pads. Little end bushes are of generous size in the steel connecting rods, which have roller big end bearings; the rods themselves are of simple design and light weight.

The built-up crankshaft has a narrow central disc, on either side of which are formed the crankpins. These are keyed and bolted to bobweights attached to the back and front main engine shafts, which in turn run in a pair of ball bearings each in the crankcase. On the front main shaft, and between its two bearings, is a helical gear from which the oil pump is driven. The oil pump is of gear type, drawing filtered oil from the crankcase sump and

ejecting it through a jet onto the central crankshaft disc which carries the two crankpins. Deflectors formed in the disc direct oil onto the big end bearings. Another pipe from the pump conveys oil to two further jets, whose functions are respectively to lubricate the camshaft driving gears and the primary reduction gears.

Between the two bearings of the back main shaft is the gear which drives the camshaft, which passes across the top of the engine. Cams operate direct on large diameter tappets sliding in substantial bushes; tappet adjustment is accessible when two cover plates on top of the crankcase are removed. Single valve springs on the side valves are retained by split cotters, and long valve guides should give good service.

The front main shaft carries the flywheel, which has a recess enclosing the lighting generator and coil ignition distributor. The contact breaker for this distributor is on the front end of the main shaft, and a large circular cover plate, readily removable for maintenance purposes, encloses the electrical unit. Automatic ignition advance is provided, and the 10 m.m. plugs have easily detachable waterproof plastic shrouds.

Water circulates through the cylinder barrels, cylinder heads and radiator by thermo-siphon, through tubes which connect the bottom tank of the radiator with the bottom of the barrel water jackets, and its top tank with the top of the heads. The radiator is mounted in front of the engine, where it receives the full air stream and also shields engine components from the weather.

A specially designed carburettor is mounted above the engine on a common inlet pipe—economy, easy starting and smooth power over its entire throttle range are claimed. The butterfly throttle is controlled from a handlebar twist grip. An efficient air cleaner mounted immediately behind the radiator and over the carburettor has leading into it a pipe from the crankcase breather, with the object of using any oil mist as an upper cylinder lubricant.

At the back of the rear main shaft of the engine a pair of primary reduction gears drives the clutch spindle, on which the starter gear works, through a toothed quadrant. No kick starter is fitted, but in its place there is a long hand lever; at its lower end this lever is connected to the upper end of the centre stand, so that the initial movement of the lever raises the stand, and further movement engages the starter gear and starts the engine. Advantages

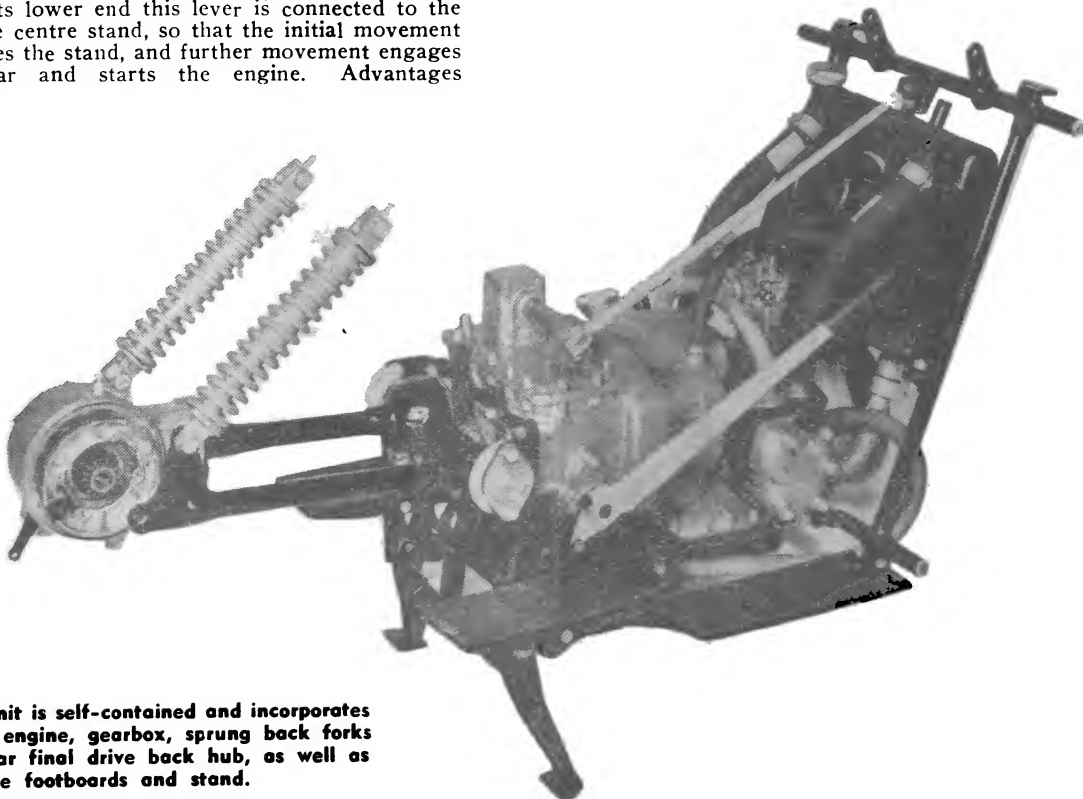
claimed for this are that little physical effort is needed for starting and there is no chance of the rider forgetting to raise the centre stand before moving off.

From the clutch, which has two plates and is housed in a separate compartment of the main casting, drive is taken to the simple three-speed gearbox by the countershaft. The gearbox itself is simple and robust. Only three pairs of gears are used; of each pair, one gear runs free on its shaft and the other is keyed to its respective shaft. Engagement is effected by sliding dogs splined to the countershaft and engaging with their free gear, so that the drive is taken through only two gears in every ratio. All gears run in constant mesh and operation is very quiet. A hand gear change lever works in an external gate and, as on a car, the lever moves through neutral while passing from one ratio to another. A pair of helical skew gears inside the gearbox at its rear end drives the speedometer cable. The clutch is operated by a Bowden cable from the usual handlebar lever.

It will be seen from this description that the engine and gearbox are completely enclosed in one rigid main casting which ensures that everything is working under conditions as near to ideal as possible, also that nothing can get out of line.

A light bracket bolted to the rear of the main casing carries an oil impregnated bearing in which the rear fork is pivoted. The left hand fork has a spherical housing formed in its forward end enclosing a universal joint linking the driven shaft of the gearbox to the final drive shaft, which passes through the fork tube. This final drive shaft is splined at its rear end to the bevel pinion shaft, which runs on its own ball and roller bearings.

The bevel gear is bolted to one end of a sleeve, which runs on ball and roller bearings and passes right through the wheel hub, to which it is connected at its other end by external teeth on the sleeve and internal teeth in the hub, which is integral with the rear brake drum. The bearings for this driving sleeve are carried on a second internal sleeve locked in place by a single substantial



The engine unit is self-contained and incorporates the radiator, engine, gearbox, sprung back forks and bevel gear final drive back hub, as well as the footboards and stand.

spindle inserted through the right hand fork and screwed into the internal sleeve.

Telescopic sleeves run from the hub end of the rear forks to the underside of the rear mudguard, in which they are anchored in slots; this affords a means of adjusting the rear suspension to take varying loads by loosening the clamp bolts and sliding the anchor pins forwards or backwards along their slots. The springing medium is a coil spring on each side surrounding the telescopic member.

A deep sheet metal pressing forms a unit which takes the place of a frame on the Velocette. It includes the rear mudguard and a deep channel section which runs up to the steering head, enclosing the battery box, toolbox and fuel tank. On either side of the rear mudguard are capacious pannier bags held in metal carriers, and at the back is a streamlined mounting for the tail light and rear number plate. The saddle is hinged to the "frame" pressing at its forward end, and its two springs have a quick release lower mounting which can be undone without the use of tools, after which the saddle is thrown forward on its hinge to give access to the battery.

Leg shields are permanently mounted and serve the dual purpose of protecting the rider and directing the air flow through the engine radiator. They and the "frame" can be removed from the engine-gearbox-final-drive unit in a matter of minutes in the case of a major overhaul. The steering head is carried in the front end of the pressing, and front forks are telescopic with coil spring suspension;

the forks pass through the front mudguard, which is exceptionally wide and is capable of stopping all front wheel mud. Due to a firm anchorage of mudguard to forks the use of unsightly mudguard stays has been avoided.

Comfortable footboards have two levels which provide alternative foot positions and enable riders of varying sizes to be accommodated. Small panels on top of the leg-shields house the trip speedometer, ignition and lighting switches. Equipment includes a 6 inch diameter headlamp with a 24 watt bulb and parking light, provided with a dip switch, the tail light, and an electric horn mounted between the front forks on the mudguard.

A thoughtful feature of the ignition equipment is the provision of a special circuit for starting the engine in case the battery is flat. This is brought into action by turning the ignition switch on in the opposite direction to that which is normal, first gear is then engaged and the machine pushed forward at a slow walking pace. The engine will start almost immediately, after which the ignition switch is returned to its normal position and the dynamo takes up its job of charging the battery.

Since everything on the machine except the road wheels is enclosed, it should be very easy to keep clean; in fact, it is the manufacturers' claim that it will not get dirty. The engine runs remarkably smoothly and quietly, and is powerful enough to maintain an average of 30 miles to the hour over most types of country. Wheels carry 3.00 x 19 in. tyres and, being made of corrosive resisting light alloy, should keep their polish for a very long time. Brake drums are of 5 in. diameter both front and rear.

SPORTING CAR CLUB OF S.A. LADIES' TRIAL—23rd October

South Australia's first reliability trial exclusively for women drivers took place on Saturday, October 23, and attracted a field of thirteen. The course was of the not too fierce variety and covered some forty odd miles, most of which was in the Adelaide Hills. Thirty minutes were allowed for covering the first section of 11.9 miles. The first six miles consisted of main roads leading out of the city, after which came some fairly rough tracks and a shallow ford. All competitors were on time here except for Miss Jolly and Miss Rackham.

An average speed of 20 m.p.h. was required on the next 7.4 miles to the second control. The first few miles of this section included three more small fords which, however, held little water. Average speed calculations were somewhat astray here, and Mrs. Mackay, Mrs. Smart, Miss Jolly and Miss Rackham were all early, while Mrs. R. Pank was late.

Another 5.2 miles (13 minutes allowed) brought the cars to the Gorge Recreation Grounds, where a stop was made for afternoon tea. This included the descent of the notorious Prairie Hill, which zig-zags down (or up) one side of the Torrens Gorge. To those without accurate speedometers, or whose navigators had not guessed where they were headed, this section caused more trouble than any other. Mrs. Thomas, Mrs. R. Pank and Mrs. Carter all spent valuable time travelling in the wrong direction.

After the break, the Gorge Road had to be followed for 7.2 miles, for which a time of 17 minutes was allowed. Little difficulty was experienced here, although some were apparently hindered by a line of tourist buses which did

not like being passed. Mrs. Mackay, Mrs. Smart and Mrs. Anders were late, while Dr. Sandford-Morgan was late in reporting for the restart.

The final run of 12.5 miles started with an ascent of the "Corkscrew," which is familiar to local trials drivers of all ages, and had to be covered at an average of 23 m.p.h. Two secret checks came into this section in an endeavour to be certain of an outright winner. Only Mrs. Mackay, Mrs. Smart and Miss Jolly lost points at the finish, all of them being a minute or two early.

Miss Lynch was the only lady on time at both secret checks, while several others were only a minute or so out at one or the other. Miss Lynch and her passenger, S. Tillett, did very well to come through without loss of points, while Mrs. Verco (Ian Jackson) and Miss Brooks (Grant Harry), who lost five and ten respectively, also put up very good performances.

Results:—

Driver and Passenger	Car	Pts. lost	Place
Miss D. Lynch (S. Tillett), M.G. series TC	—	1
Mrs. W. D. Verco (I. Jackson), Vauxhall 14	5	2
Miss D. Brooks (G. V. Harry), Wolseley 14	10	3
Dr. E. Sandford-Morgan (E. W. Godfrey), M.G. series TB	15	4
Mrs. D. Pank (D. Pank), Chevrolet	15	4
Mrs. F. Anders (F. Anders), Morris 8	20	6
Miss J. Rackham (R. Kennedy), M.G. series TC	20	6
Miss E. Jolly (W. Jolly), M.G. series TC	30	8
Mrs. C. Thomson (C. Thomson), Hillman	30	8
Mrs. R. Smart (R. Smart), Plymouth	40	10
Mrs. J. G. Mackay (J. Mackay), Hillman	45	11
Mrs. R. Pank (R. Pank), Vauxhall 10	85	12
Mrs. D. Carter (D. Carter), Wolseley 14	90	13

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The Victorian 4-Lap Grass Track Championships

conducted by the A.J.S. MOTOR CYCLE CLUB — 2/11/48

(By "VALVE")

Romsey was the venue for these title events and, as it was the first meeting on this course since 1937, there was much speculation as to how motor cycles would behave on it. However, although rough on the back straight, some good times were registered; the best of them being Charlie Letch's 3 min. 29 2/5ths (average speed 60 miles per hour) in the second heat of the all powers solo championship. This was one of the most hotly contested races of the day as Geoff Blythe and Bill Pascoe kept him going all the way.

The up to 250 c.c. Solo Championship went to that up-and-coming rider Ian Robinson, whose "Ideal Special" never missed a beat during a ding dong battle with Bob Elsbury until about a third of a lap from home when Robinson shot ahead to take a winning break of about 10 lengths. Elsbury in his desperate endeavours to overtake him again went into a wet patch and performed some acrobatics before kissing mother earth. Fortunately he escaped with a shaking. This was the only fall of the day and shows that riders are fast approaching the pre-war standards in this branch of the sport.

The star performer of the day was Ray Wason who topped the list of prize winners and scored one second and three thirds in four events. He registered fastest time in the heats of the up to 350 c.c. Solo Championship and pushed Eric Walsh so hard in the final that he, Walsh, bettered his heat time by 8 seconds. On more than one occasion he was seen to "round up" several 500 c.c. motors.

Eric Walsh rode like the champ that he is and looked very safe and speedy on the corners and seems much more at home in these events now than scrambles. His "clicking" of the Championship in the up to 350 c.c. Solo class was well deserved and long overdue owing to the most atrocious luck in title events.

Norm Cook wheeled out "heap big Injun" in the Sidecar Championship and, although it had only been put together the night before it went exceptionally well for a "first up" to bring home the bacon and Norm's first sash.

Frank Sinclair's H.R.D. seemed anything but happy in

this event and eventually "folded up." She did, however, show her worth in the sidecar handicap for, after giving away 20 seconds start, she had it in her keeping at the half way mark.

The final of the solo handicap brought together a very good field, as follows: Charlie Letch (scr.), Ray Wason (10 sec.), Alan Johnson and Bill Pascoe (15 sec.), Eric Jones (25 sec.), Dick Sheard (30 sec.) and R. Brook (45 sec.). The latter had decided that he did not like the company in the heat and cleared out to an easy victory off the 50 sec. mark. The 45 seconds he got in the final was a present to him and again he was not sighted. However, apart from the fact that it is not desirable to have such easy wins from the spectators point of view, it is good to see young riders like him landing the bacon.

Results:—

HARLEY CLUB'S CHAMPIONSHIP TREBLE.

- Up to 250 c.c. Solo Championship (4 laps).
 1. I. ROBINSON (Ideal Special) Essendon M.C.C.
 2. R. SHEARD (B.S.A.) Harley Club
 3. R. WASON (Velocette) Harley Club
 Time, 3-48 2/5ths.

- Up to 350 c.c. Solo Championship (4 laps).
 1. E. WALSH (Velocette) Harley Club of Vic.
 2. R. WASON (Velocette) Harley Club of Vic.
 3. A. JOHNSON (Velocette) Hartwell M.C.C.
 Time, 3-40 3/5ths.

- All Powers Solo Championship (4 laps).
 1. C. LETCH (J.A.P.) Harley Club of Vic.
 2. G. BLYTHE (J.A.P.) St. Kilda
 3. R. WASON (Velocette) Harley Club of Vic.
 Time, 3-32.

- All Powers Sidecar Championship (4 laps).
 1. N. COOK (Indian) Harley Club of Vic.
 2. R. FARMER (Norton) Preston M.C.C.
 3. P. McKENNA (B.M.W.) Harley Club of Vic.
 Time, 4-13 2/5ths.

- All Powers Sidecar Handicap (5 laps).
 1. F. SINCLAIR (H.R.D.) Harley Club of Vic.
 2. N. COOK (Indian) Harley Club of Vic.
 3. P. McKENNA (B.M.W.) Harley Club of Vic.
 Time, 4-42.

- All Powers Solo Handicap (4 laps).
 1. R. BROOK (Velocette) Hartwell M.C.C.
 2. A. JOHNSON (Velocette) Hartwell M.C.C.
 3. R. WASON (Velocette) Harley Club of Vic.
 Time, 5-27 1/5th.

NAR-NAR-GOON GRASS TRACK MEETING — October 3



Riders turning out of the straight in a heat of the All Powers Solo Scratch race at Nar-Nar-Goon—R. Sheard, who won the final on his Rudge, is lying second to M. Hunter, followed by K. Johnson.



AUSTRALIAN HILL CLIMB CHAMPIONSHIP

ROB ROY—November 2

by
BOB PRITCHETT.

•
Australian Champion Frank Kleinig, on his record-breaking run of 28.72 seconds, lifts a wheel as he swoops up from the spillway—compare this with last year's photo for consistency of approach.

After a year, and in somewhat different circumstances, we found ourselves watching this year's hill climb championships with the practiced and almost blasé eye of a resident. Just to show that it was adaptable, the weather tied itself in knots, giving us a Melbourne Cup day in the morning and a Rob Roy day in the afternoon. At official practice the previous Sunday, conditions were really miserable for those people who made the effort to go up—rain fell on and off throughout the day.

However, on Championship day it fined up from a dull and occasionally showery morning until by the time the record fell in the afternoon, there was hardly a cloud in the sky. We note, with a faintly embarrassed blush, that we asked last year whether Frank Kleinig's Hudson Special hadn't really about had its time; but he completely confounded its critics by making it go as it has never gone before, and drove it really magnificently. It made everybody terribly happy for Frank's sake when he collected the record again after so many years.

For this meeting, sports cars were segregated from the racers and made two runs each before the luncheon adjournment, starting shortly before noon. Due to circumstances beyond our control, we of "A.M.S." spent most of the morning taking the Wylicar to bits and putting it back together again, so didn't have much time to look at the sports cars.

However, we did have time to appreciate Mrs. Arthur Chick's maddened dash up the hill in the blown TC, hood up and all—this was almost the first time she had driven the car and certainly her first climb at Rob Roy, so her best time of 36.68 seconds was a worth while effort. Hollingshead's blown M.G. Midget, fastest under 850 c.c., sounded good; Peter Manton wasn't a great deal slower with his P type; Bill Patterson (blown TC) was fast on one run; Herb Ford had his type 37 Bugatti dressed up with mudguards for the sake of the regulations, while Smith and Stillwell were the only ones to get their unblown TC's up in under 40 seconds. Tony Gaze was fastest unsupercharged with the H.R.G. under 1,500 c.c., Julian Barrett and the now beautiful again BWA fastest supercharged, and Perry won the under 1,100 c.c. class on his Riley Imp.

In the larger capacity classes, the two Alfa-Romeos made a fine sight; Roy Linden's RLSS sneaked up quietly, faster and faster on each run than it was at the picnic meeting, while Scott was fastest under 3-litres with the blown 2.3 tourer ex-Crouch. Whitechurch was fastest unsupercharged in this class on his neat Willys-engined Wolseley Hornet Special; Horan's SS1 tourer looked dashing; Burnett-Read unfortunately couldn't make it from S.A. with the Bugatti and the Edwards' AC 2-seater, although in the paddock, didn't run. Steel won the over 3,000 c.c. with his 4½-litre Bentley, quietest car there; Cam McLaren ran him close with his quick Terraplane Special; but the most impressive was O'Connor's staggering Ford A roadster, which looks just like any other old Ford A roadster but has an overhead valve head and goes like anything.

The Cooper, bodied by Head Bros., Cadillac Special was greatly admired in the paddock with its new aerodynamic two-seater, but didn't go up the hill, and Elfrink's Lancia-V8 had trouble with its engine during the week before the meeting, which could not be repaired in time for him to compete.

After the luncheon break, racing cars were given four runs each; by this time the Wylicar had made it clear to us that it would not be running—first it stripped its own distributor gear, then did the same to one hastily borrowed from Ray Saunders of the Dentry establishment, so we were able to take a bit more notice.

Up to 850 c.c., there were two non-starters—Vennermark's Q type M.G. and Rick Howard's Ulster Austin from S.A. In winning the class, Uffindell's little Austin made one of the day's best performances; the little car stuck to the road like a G.P. Mercedes, and once it was in second gear hardly dropped a rev all the way to the top. This outstanding machine and driver drew attention from Mrs. Joan Derham's capable handling of the Leech Austin Special, although she was not quite as fast as she was at the recent picnic meeting, and the Austin sounded a bit ragged occasionally in the upper register. Maurie Monk's independently suspended all-round Austin Special was not on form, and Cudmore had difficulty starting his now J.A.P.-engined 500, which made only one climb.

Otto Stone's drive with the K3 Magnette to win the 1,100 c.c. class was another of the day's memorable feats; in breaking his own previous record by almost a second he also went faster than the existing 1,500 c.c. record, held by Julian Barrett with the stripped BWA. This, of course, made the Chamberlain Special absolutely frantic to get at the hill, which it climbed in a frenzied 32.06 seconds,



Maiden voyage for Jim Skinner's Autocrat was a complete success as he made fastest unsupercharged time in the 1,501-3,000 c.c. Racing class.

leaving its characteristic wreath of two-stroke smoke to outline the course. Other times were slow by contrast; the Head Bros. Riley, aluminium and very Dixon looking, seemed to have its shockers buttoned up too tightly and bounced a lot; Bill Clymer with the ex-Dentry Riley was steady, and George Webber with the evergreen Derby exultantly managed to beat Feltham's newly bodied M.G. Magna. Disappointingly, Bill Lowe didn't get there with his lovely little Lombard.

In the 1,500 c.c. class, although Norman Steele's Thompson and Taylor blown monoposto TC had fastest time, the best to watch was Reg Nutt on Mrs. Diana Davison's TC, stripped to its chassis. Although there was absolutely no reason for it, the chassis' roadholding couldn't have been better, and its time was little short of phenomenal. John Barracrough was, as always, a joy to watch through the corners, but the NE's plugs gave up the unequal struggle towards the hilltop after the car had been going up very quickly in practice. Lyndon Duckett discarded his radiator for lightness' sake and fitted a (naturally highly polished) small water tank to the Anzani-Bugatti; David Shmith had a tense moment on his second run, shooting off the course backwards up the wall after the spillway and just missing a telegraph pole which would have done the type 37 Bugatti no good; John Wollaston, of S.A., had his Brescia Bugatti beautifully done up to look like a Grand Prix type car, and Ian Jackson, similarly of S.A., was most interested in Hider Smith's G.N., his own being out of action due to the loss while being repaired of a pair of stub axles. Mrs. Barbara Whalley looked most business-like, boiler-suited, and changed her own wheels in the paddock, but only one of her runs was as fast as usual; her gear changes were, as ever, a pleasure to hear. Peter Fellows' Morris Special was not going well and wisely he took the return road rather than splutter on up the hill.

The next class, 1,501-3,000 c.c., was expected to produce fast if not fastest time as it included the Barrett and Davison Alfa-Romeos and the Gaze Alta. It was very fine to see Alf Barrett again after all these months, he has such an atmosphere of competent calm about him that you automatically know everything's going to be all right. And the Alfa, a quite unsuitable hill climb car, went up in less than 30 seconds, singing its inspiring song of exhaust, blower, gears and power. Alan Ashton was, for once, not in attendance on the Alfa as he is recovering from a serious operation, but did manage to make his painful way up to see it practice. Lex Davison was hardly less impressive and also broke the half minute—he used the 2.9's enormous power with obvious respect and restraint. Tony Gaze was by far the fastest of any from the spillway on, but was very careful about the first right hand corner, where his devastating prang started earlier this year. Two unsupercharged cars ran in this class, Tony Luxton's specially bodied Jaguar 100 and Jim Skinner's brand new Willys engined Autocrat. Both of them were fast, the



South Australian Austin wizard, Ron Uffindell, surprised Victorians by the amazing speed and road holding of his little machine.

Autocrat the faster, but their quite excellent times were eclipsed in the excitement of the blown cars.

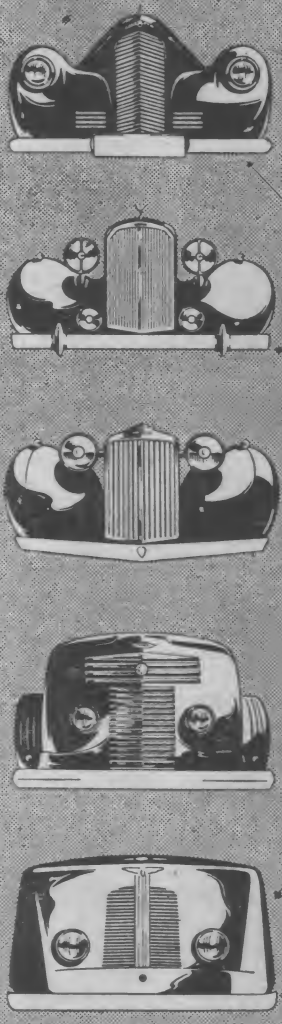
Last on the list were the over 3,000 c.c. cars. Doug Whiteford's first time with the Kaye Special was missed, the car was as good as ever and Doug managed a slide well on his second run but came to rest on the spillway on his last run with a gearbox full of loose second gear teeth. Arthur Chick in the Alta-V8 was fast in spite of almost continuous wheelspin, motoring sideways over the finishing line with a jammed throttle on his last run the car collected parts of the timing gear which caused a slight hold-up while repairs were made.

The Gullan Ballot-Oldsmobile must surely be one of the best groomed racing cars we have, and is always well driven; Wilcox showed that he was getting the hang of the hill and his Baker-bodied Dodge Special, and Keith Laity's kitted-Ford made very good time. The Edgerton Lycoming Special was steadier than usual although it still seemed to be steered by its radius rods, and seemed to be too low geared; Fred Gray told us he'd painted his Mercury-Bugatti the night before, only finishing the job early that morning—it looks very long but nips round corners very sure-footedly. Charlie Dean had the Maybach going well, still with its enormous rear wheels, but was worried about his gear ratio; his gear change is now modified by a universal link which reverses the change position and brings the gear lever into easy reach. Lone N.S.W. entrant Frank Kleinig had made several detail changes to his well known Kleinig Hudson, including water injection to the inlet manifold, the four-Amal carburettor arrangement and a single exhaust tail-pipe instead of eight individual pipes; one result of this was that the Hudson had lost the tearing exhaust note which has been one of its chief characteristics in recent years. Frank was actually rather despondent about his chances of even making fastest class time, and was happily surprised after his third run when told that he had broken the record—the Hudson was rock steady directionally, although photographs show it to have lifted its wheels as usual, and its engine turned over at incredible revolutions, sounding like a turbine.

The course itself is now become seriously broken up, particularly at the first right hand corner, and many competitors gave their opinion that much of the road will need to be repaired, if not completely resurfaced, before another important meeting is held at the hill. Spectators suffered discomfort through the wet ground, and the approach road was so greasy that it caused serious inconvenience both to spectators' cars and to those of the competitors who towed their racing cars or had them on trailers. Fortunately these petty annoyances were to a great extent offset by the absence of dust on the last few miles of the road to the hill, and it is almost impossible to stay irritated for long in such beautiful and colourful surroundings. The



Independently suspended, Maurie Monk's Austin special did not show its best form, disappointingly for everybody.



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Light Car Club's organisation was most adequate, and there was even time to hook up the public address system for the Melbourne Cup broadcast.

ROB ROY RESULTS.

The Fastest Ten.—F. Kleinig (Kleinig Hudson), 28.72, 1; A. I. Barrett (Alfa-Romeo, s/c.), 29.42, 2; A. N. Davison (Alfa-Romeo, s/c.), 29.98, 3; H. C. Dean (Maybach), 30.22, 4; F. A. O. Gaze (Alfa, s/c.), 30.24, 5; O. Stone (M.G. K3 Magnette, s/c.), 30.32, 6; A. E. Chick (Alfa V8), 31.31, 7; K. M. Laity (Mercury Special), 31.53, 8; D. Whiteford (Kaye Special), 31.64, 9; H. Hawker (Chamberlain, s/c.), 32.06, 10.

CHAMPIONSHIP RESULTS (Best times).

(1st u/s. distinguishes fastest unsupercharged car in class.)

Up to 850 c.c.	SPORTS CAR CLASS	Secs.
1.	R. C. HOLLINGSHEAD (M.G. J3, s/c.)	40.03
2.	G. P. MANTON (M.G. P type), 1st u/s.	44.20
	H. A. PHILLIPS (M.G. P type)	No start

851-1,100 c.c.		
1.	J. M. PERRY (Riley Imp)	53.26
2.	R. KERR (Singer)	55.62
3.	A. J. CHALMERS (Standard)	60.18

1,101-1,500 c.c.		
1.	J. St. BARRETT (BWA, s/c.)	34.24
2.	G. W. PATTERSON (M.G. series TC, s/c.)	34.86
3.	MRS. A. E. CHICK (M.G. series TC, s/c.)	36.68
4.	F. A. O. GAZE (H.R.G.), 1st u/s.	37.02
5.	H. FORD (Bugatti type 37)	38.92
6.	B. S. STILLWELL (M.G. series TC)	39.52
7.	R. SMITH (M.G. series TC)	39.61
8.	P. CLEMPSON (M.G. series TC)	40.32
9.	E. S. AMSON (M.G. series TC)	40.80
10.	H. KING (Wolseley Hornet Special)	42.39
11.	H. A. PHILLIPS (M.G. Magnette)	43.10

1,501-3,000 c.c.		
1.	C. W. SCOTT (Alfa-Romeo, s/c.)	34.97
2.	W. W. WHITECHURCH (Willys-Woizeley), 1st u/s.	38.98
3.	B. W. HORAN (SS1)	45.06
4.	R. LINDEN (RLSS Alfa-Romeo)	48.90
	E. R. BURNETT-READ (Bugatti)	No start
	S. C. EDWARDS (A.C.)	No start

3,001 c.c. and Over:		
1.	P. J. R. STEELE (Bentley)	34.69
2.	A. O'CONNOR (Ford A)	35.03
3.	C. S. McLAREN (Terraplane)	35.97
4.	L. MOLINA (Ford V8)	41.12
5.	K. M. LAITY (Ford V8)	41.40
6.	R. D. MILLER (Alvis)	43.08
7.	M. PASSMORE (Terraplane)	43.62
	A. COOPER (Cadillac)	No start
	H. ELFRINK (Lancia-V8)	No start

Up to 850 c.c.	RACING CAR CLASS	
1.	R. S. UFFINDELL (Austin)	35.87
2.	MRS. J. DERHAM (Austin Special)	37.20
3.	P. A. CUDMORE (Cudmore 500)	38.79
4.	M. H. MONK (Austin Special)	47.02
	P. VENNEMARK (M.G. Q type, s/c.)	No start
	R. HOWARD (Ulster Austin)	No start

851-1,100 c.c.		
1.	O. STONE (M.G. K3 Magnette, s/c.)	30.32*
2.	H. HAWKER (Chamberlain, s/c.)	32.06
3.	R. L. HEAD (Riley Special), 1st u/s.	34.58
4.	G. L. WEBBER (Derby series E)	37.41
5.	W. D. FELTHAM (M.G. L Magna)	37.71
6.	W. CLYMER (Riley Brooklands)	38.33
	H. W. LOWE (Lombard, s/c.)	No start

1,101-1,500 c.c.		
1.	N. STEELE (M.G. series TC, s/c.)	33.09
2.	R. NUTT (M.G. series TC), 1st u/s.	33.21
3.	J. A. BARRACLOUGH (M.G. NE Magnette, s/c.)	33.23
4.	L. A. DUCKETT (Anzani-Bugatti)	34.46
5.	MRS. A. D. WHALLEY (M.G. series TC)	36.31
6.	E. HIDER SMITH (G.N.-Morris)	37.05
7.	D. H. SHMITH (Bugatti type 37)	39.51
8.	J. R. WOLLASTON (Bugatti type 23)	43.20
	I. N. JACKSON (G.N.)	No start
	P. FELLOWS (Morris Special)	Did not finish

1,501-3,000 c.c.		
1.	A. I. BARRETT (Alfa-Romeo, s/c.)	29.42
2.	A. N. DAVISON (Alfa-Romeo, s/c.)	29.98
3.	F. A. O. GAZE (Alfa, s/c.)	30.24
4.	J. SKINNER (Autocrat)	33.01
5.	W. H. LIXTON (Jaquar 100)	34.77
	G. RUSSELL (Special)	No start

3,001 c.c. and Over:		
1.	F. KLEINIG (Kleinig Hudson)	28.72*
2.	H. C. DEAN (Maybach)	30.22
3.	A. E. CHICK (Alfa V8)	31.31
4.	K. M. LAITY (Ford V8 Special)	31.53
5.	D. WHITEFORD (Kaye Special)	31.64
6.	J. GULLAN (Oldsmobile-Ballot)	32.23
7.	F. J. R. GRAY (Bugatti-Mercury)	33.02
8.	R. M. ENGERTON (Lcoming Special)	33.28
9.	W. WILCOX (Dodge Special)	33.37
	A. J. WYLIE (Wyliecar)	No start

Hill Climbs Championship of Australasia and new Rob Roy record:

F. KLEINIG (Kleinig Hudson), 28.72 seconds.
(Previous record, F. A. O. Gaze (Alfa), 28.88 secs.)

* New class record.

Brisbane Motor Cycle Club's

MINIATURE T.T.

Oxley, Queensland—October 31

(By EDWIN HAYNE)

On Sunday, October 31, the Brisbane Motor Cycle Club held a Miniature T.T. at Johnson Park, Oxley, in aid of the Red Cross. The weather was most unkind and it rained intermittently throughout the day; however, several thousand people turned up and were rewarded for their enthusiasm by some very good racing.

The light rain, although it laid the dust which is usually a nuisance at this very fast half-mile circuit, made the bottom corner a bit greasy, and brought about the downfall of several riders. Fortunately there were no serious accidents, and although Kevin Baker took a very nasty fall in the Experts' All Powers Scratch race, he raced again later in the day after ambulance treatment.

The latter race was won by Phil Bagnall, who narrowly beat Merv Kingston, a young rider who has jumped from novice to expert in the short space of a few months. Another close finish was seen when Gordon Gillies slipped through on the inside of Max Foggitt to win the final of the Non-Expert All Powers Scratch race. Three midget car races were included in the programme, and these little cars were most spectacular on the fast track. Chas. Whatmore, in his well known No. 14, attempted to lower the lap record for motor cycles, held by Tony McAlpine

(B.S.A.) of New South Wales, at 34.7 seconds. Charlie's time was 35 seconds—a stirring effort.

The brightest spot of the afternoon was the Queensland Wheelbarrow Derby, which was won by novice R. Scott in his very hot special. He received £2/10/- for his trouble.

Eleven events were decided during the meeting, and results were as follows:—

Clubman's Handicap (6 laps).—M. COWARD (Matchless) 1, R. ROLFE (B.S.A.) 2, H. TODD (B.S.A.) 3. Time, 4 min. 15 secs.

Graded Scratch Race (6 laps), Final.—K. RICHARDS (Velocette) 1, M. STRATFORD (Ariel) 2, I. MORRISON (B.S.A.) 3. Time, 4 min. 10.2 secs.

350 c.c. Scratch Race (8 laps), Final.—P. BAGNALL (Royal Enfield) 1, A. EVANS (Royal Enfield) 2, I. MORRISON (B.S.A.) 3. Time, 5 min. 5.2 secs.

All Powers Scratch Race, Non-Expert (8 laps), Final.—G. GILLIES (Matchless) 1, M. FOGGITT (B.S.A.) 2, I. MORRISON (B.S.A.) 3. Time, 5 min. 15.4 secs.

All Powers Scratch Race, Experts (8 laps).—P. BAGNALL (Royal Enfield) 1, M. KINGSTON (J.A.P.) 2, C. PALLISTER (Matchless) 3. Time, 5 min. 2.8 secs.

Queensland Wheelbarrow Derby.—R. SCOTT 1, M. FOGGITT 2, A. JACKWITZ 3.

Special Scratch Race (4 laps).—G. GILLIES (Matchless) 1, G. BRINDLEY (J.A.P.) 2, M. GIFFEN (Royal Enfield) 3. Time, 2 min. 49 secs.

All Powers Handicap (8 laps), Final.—C. PALLISTER (Matchless) 1, A. EVANS (Royal Enfield) 2, P. BAGNALL (Royal Enfield) 3. Time, 5 min. 21.2 secs.

Car Match Races.—Heat 1: C. WHATMORE (Studebaker) 1, C. RYLAND (Ford A) 2. Heat 2: C. RYLAND (Ford A) 1, J. MAXWELL (Ford A) 2. Heat 3: C. WHATMORE (Studebaker) 1, J. MAXWELL (Ford A) 2.

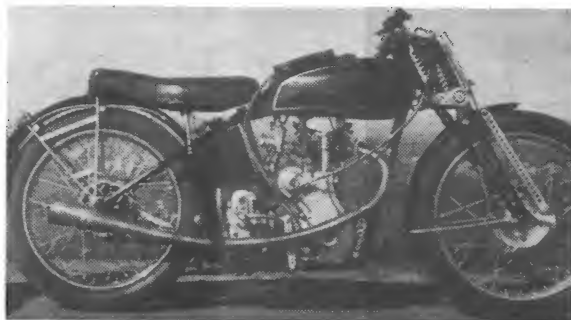
BLACKTOWN
T.T.

October 4

Ted Stevens and Bertie Bar-trop in the Junior T.T. heat 3. Stevens won, his score for the day being 4 firsts and 3 seconds as a non-expert.

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MORRIS OXFORD SPECIFICATIONS

Engine	4 cyl.
Bore and stroke	73.5 x 87 m.m.
Capacity	1,476 c.c.
Valves	.....	Side by side, chill cast adjustable tappets
Maximum power	.....	41 b.h.p. at 3,800 r.p.m.
Piston speed at maximum power	.....	2,199 f.p.m.
Carburettor	.....	S.U. horizontal
Electrical system	.....	Lucas 12v., C.V.C., 51 amp./hr. cap.
Cooling	.....	Pump and fan with thermostat
Lubrication	.....	Pressure, floating pick-up filter
1st gear	.....	15.95 to 1
2nd gear	.....	9.43 to 1
3rd gear	.....	6.29 to 1
Top gear	.....	4.55 to 1
Reverse	.....	— to 1
Clutch	.....	S.D.P., cushion centre
Steering gear	.....	Rack and pinion
Suspension	.....	Independent torsion bar front, semi-elliptic rear
Shock absorbers	.....	Double acting hydraulic
Brakes	.....	Hydraulic, 2LS front
Wheelbase	.....	8 ft. 1 in.
Track	.....	4 ft. 5 in.
Length overall	.....	13 ft. 10 in.
Width overall	.....	5 ft. 4½ in.
Roof height	.....	5 ft. 2 in.
Ground clearance	.....	6½ in.
Dry weight	.....	20½ cwt.
Tyre size	.....	5.25 x 15 in.
Price (Imported 6-seater saloon complete)	.....	£780, plus tax

The best kept secret of recent years in the motoring world was broken to a party of Melbourne pressmen on Tuesday evening, October 26, when they were invited to Lane's Motors showrooms to meet the new Morris Oxford 14 h.p. saloon. In fact we in Australia were privileged to forestall the rest of the world by about ten hours, as the car was officially released to the public at the opening of the Earls Court Motor Show in London on the 27th.

The Oxford is a compact six-seater saloon of very clean lines, in which the forward position of a short engine and the use of a divided propeller shaft with hypoid bevel rear axle gears have been exploited to provide a nearly

flat floor with ample leg room, as well as a roomy luggage compartment. Although the performance may not be impressive by sporting standards, the Morris is not a sports car; on the contrary, it is an eminently sensible family car of attractive appearance and practical design. A resolute attempt seems to have been made to meet the requirements of countries to whom Britain must export in order to eat.

Prototype cars have—very successfully camouflaged—been subjected to exacting tests under overseas conditions to minimise possible weaknesses. Chassisless construction is a new departure for a Nuffield produced car, and it should ensure freedom from irritating body defects over a long period, besides which it should, by saving weight and adding to strength, give an economical, lively and well mannered car.

The Engine.

The four-cylinder side valve engine is designed on conventional lines, and for simplicity and longevity will be hard to beat. Maximum power of 41 b.h.p. is developed at but 3,800 r.p.m., an unusually low figure for an English engine, but camshaft and port design give excellent torque at low engine speeds, and top gear acceleration should be good.

The counterbalanced crankshaft is carried on three main bearings of the fashionable thin wall steel backed type as are the big end bearings. Pistons are split skirt, of "Y" alloy, and have three rings each. The bore/stroke ratio reflects the effect of dropping the Treasury horse power taxation system in England, being 1 to 1.18, and under the old system the engine would have been rated at 13.95 h.p. Bore is 73.5 m.m. and stroke 87 m.m., giving a capacity of 1,476 c.c. The average piston speed at engine revolutions giving maximum power is only 2,199 feet per minute, and at these revolutions in top gear the car would be doing just over a mile a minute.

Hollow chill-cast tappets have screw adjustment, which is most accessible. A gear type pump draws its supply through a floating pick-up unit incorporating a filter and feeds oil under pressure to all bearings. Cooling is looked after by pump and fan thermostatically controlled. The

horizontal S.U. carburettor has compensated mixture and slow running controls for easier starting, and is fitted with an adequate air cleaner—there is a hot spot incorporated in the manifolds.

Lucas 12 volt electrical equipment is fitted with a 51 ampere-hour battery in a recess on the front of the engine bulkhead in an extremely accessible position. Accessibility generally is indeed unusually good for these days, and it should be possible to carry out even major engine work with not the slightest trouble.

The flywheel carries a dry single plate clutch with cushion hub and single point adjustment, driving to the unit mounted four-speed gearbox. A steering column gear lever operates the selectors through a sturdy linkage and is equipped with a reverse catch. Gear ratios are well chosen—second, third and top being 9.43, 6.29 and 4.55 respectively, with synchromesh.

The Chassis.

The car has no chassis in the generally accepted sense of the term, instead, what is termed "mono-construction" is used, the body and chassis being one light but strong structure welded together from steel pressings.

Torsion bars are the springing medium for the independent front suspension, a simple but sturdy system which has box section lower members pivoted at one end to the steering head and fixed at the other to the free end of the torsion bar. A short radius member runs forward to counteract braking loads, and the upper component of the linkage is integral with a double acting hydraulic shock absorber. To provide a means of adjustment to meet various conditions of load and use, the torsion bars are clamped at their fixed ends by a vernier adjusting device.

The rack and pinion steering gear has characteristic lightness in action, and advantage of this has been taken to make the ratio from lock to lock only a turn and a half of the spring spoked wheel.

For the rear suspension, long, flat, semi-elliptic springs with rubber bushed shackles needing no lubrication are used, again controlled by double acting hydraulic absorbers. A Hardy-Spicer divided propeller shaft in company with the hypoid final drive permits good ground clearance and low floor level; the rear axle is semi-floating in principle.

Hydraulic brakes are used as in the past, but have two leading shoes in each front drum; a pistol grip hand-brake swinging from the instrument panel's lower edge works on the back drums through cables. Wheels are pressed steel discs with chromium plated hub caps, carrying 5.25 x 15 in. tyres—the smaller diameter of the wheels gives the car a very well balanced appearance. The spare wheel has a compartment to itself under the luggage



A heavy chromium plated radiator grille strikes the car's keynote; built-in headlamps help to achieve smooth lines. The bonnet catch is released by pressing on the centre medallion of the radiator badge.

locker, reached by lifting the locker lid in the normal manner; in the same compartment is the screw jack, which raises the whole of one side of the car at a time, engaging with a lifting point immediately under the centre pillar between the doors.

The front end of the "chassis" forms the inner panels of the front mudguards. On lifting the bonnet almost the whole of the front suspension, including the shock absorbers, is exposed for inspection and maintenance.

The Body.

All-steel construction has naturally been adopted for the Morris' body, including as it does the chassis. Appearance has a Transatlantic air, largely through the adoption of a heavy chromium plated die cast radiator grille. This, however, is in good taste and is well balanced by what can only be described as the slim profile of the lines as a whole; this impression is largely aided by a steel roof of shallow section, good proportions and narrow doors and screen pillars.

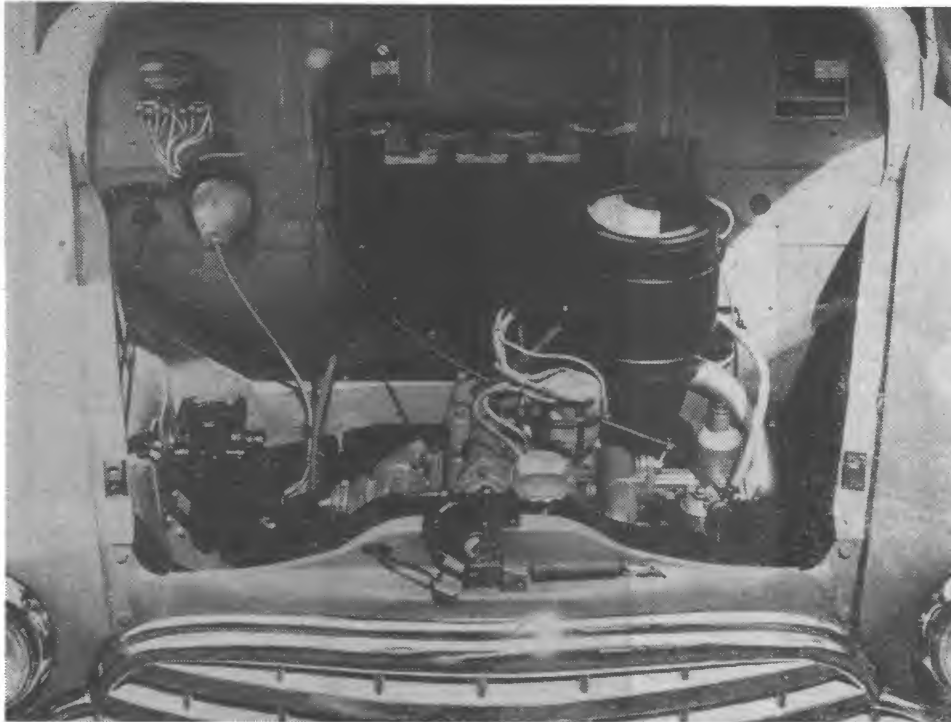
The bonnet is short and the front wings fade into the front doors, after which the body sides continue to swell outwards until they extend almost to full width, about mid-way down the car. Rear wings intrude to some extent on the back doors, and a graceful tail encloses a capacious luggage boot of 10 cubic feet. The nine gallon fuel tank is concealed under the tail of the car, has internal baffles to prevent surging of its contents, and a large filler orifice which permits rapid refuelling.

Excrescences have been carefully eliminated or faired into the body lines. In line with this policy, chromed bumpers fore and aft fit snugly along the wings, the edges of the radiator grille are flush with their surrounding pressings, sealed beam headlamps are sunk into the front wings, door handles of the pull-out type are recessed into the doors merging into a chrome waistline strip, and two flush mounted rear lamps are incorporated in the rear wings. All four doors are hung from their forward edge and are swedged outwards at their bottom edge to cover a rudimentary running board on either side. Triangular panels are fitted in the front and rear door windows, those in front being capable of adjustment to provide ventilation, while those behind enable the window to be lowered to its full extent without interference from the wheel arch. Triplex safety glass is fitted to all doors, the vee screen and the curved rear window.

The bonnet hinges at its rear end and is unlocked from within the car, this releases a safety catch, and the bonnet catch is then released by depressing the centre medallion of the radiator badge. Lifting the panel reveals a really enormous engine compartment in which the engine itself takes up so little of the space that there is ample



A capacious luggage boot is lit at night by the small lamp visible at the lid's right hand corner; this also shows a red light to the rear in case the tail light is obscured.



Engine accessibility is most pronounced, and it is possible to get at the front suspension through the bonnet—note one of the shock absorbers to the left. The 12 volt battery is easily reached for inspection, as is the fuse box.

room to work on either side. A low header tank on the radiator block proper makes access to the engine compartment extremely easy. All points requiring routine maintenance such as the radiator and oil fillers, distributor, carburettor and battery, are most accessible, and operations such as decarbonising or tappet adjustment can be carried out with little difficulty. As previously stated, the front shock absorbers and the greater part of the independent suspension system can be reached through the bonnet with no difficulty.

At the rear of the car the luggage locker lid is hinged at its top, with a self-setting stay to hold it up; a pressed recess receives the number plate, which is illuminated by its own lamp. When the lid is raised, an auxiliary lamp comes into action on the parking light circuit showing a red light to the rear and a white light into the depths of the boot. As it also shines on the spare wheel compartment, this should lighten the work of wheel changing after dark.

Interior appointments of the body are simple but very tasteful; the bench type front and rear seats are comfortably sprung and shaped to give adequate support, with arm rests at either side of the back seat. The front seat is made on a tubular framework and is adjustable fore and aft for reach. Upholstery is carried out in Vinyl, a flexible leather-like plastic substance of great durability which has the added advantage that it can be cleaned by wiping it with a damp cloth. Interior trim is carried out in Vinyl matching the seat cushions below the waistline,

fabric above, and the floors have pile carpets. All four doors have leather covered straps for pulling them to.

Door pillars taper into mere chromium plated channels above the waistline, giving a very spacious feeling to the body. There is a narrow chromium strip down the middle of the vee screen, which has a wiper to each section, remotely driven by an electric motor and fitted with a parking control. Self cancelling trafficators are mounted in the centre pillars with their control in the middle of the flexible steering wheel.

Instruments include a Smith's electric clock, trip speedometer, ammeter, fuel level and oil pressure gauges, in the right hand side of the facia; on the passenger's side there is a spring lid oddments box, and ashtrays are fitted in the facia and the back of the front seat. A very handy shelf runs full width beneath the facia. Typical of the careful thought that has gone into the whole car, provision is made for the immediate fitting of a Smith's interior heater as optional extra equipment; for this, connection points on the engine water system are plugged and the necessary points of attachment prepared ready for installation, including demisting ducts below the windscreen which are connected to the heater if fitted. There is also provision for fitting a car radio, including holes in the roof to take a telescopic aerial, which can be connected up without disturbing the interior trimming, and the preparation of the underside of the facia ready for bolting the receiver in place. A suitable radio set is listed as an optional extra also.

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CONCERNING MOTOR CYCLES

By "ROGER"

● Talking about new motorcycles, the improved Triumph described on page 5 of this issue will not be available until after the New Year.

● I had occasion to visit the fair city of Ballarat last week, and between shivers I dropped into George Morrison's motor cycle shop for a short chat. George himself was out of town, but none other than Alex Perry secretary of the Ballarat Motor Cycle Club, and President Don Johnson, were present—this shop seems to be the hub of motor cycle activity up there. Quite a few of the chaps were in earnest conversation about the New Year's Day races—what was going to happen and who was going to do whom etc. Fergus Anderson, the overseas rider, is due for the big do; this news is arousing considerable interest and it will be interesting to see if some of our local lads can beat Fergo. It's on the cards.

● Alex, Don and the Committee have a very man sized job on their hands with the arrangements for these meetings—you don't realize just how much work there is in such efforts. Alex told me that during the last few months he has written 350 letters, quite apart from his usual secretarial duties. That's a lot of letters when you know Alex is a one-finger typist, to say nothing of the man-hours spent in running round attending to business and organising working bees. Remember the Mud Battles?—just another Ballarat effort.

● I often wonder why airline pilots are forbidden to ride motorcycles and drive sports cars, maybe the head men consider these vehicles dangerous. I feel the same way about their aeroplanes, so there.

● Bill Sinclair, outfit racer, has a secret Indian under way for dirt track racing. I think he's been talking to Ratten and is supplying another party with tender steaks to slip some things in the Indian to make it go faster; the Yanks get these side valve machines going really fast. While on Yanks and motor cycles, they at present hold the land speed record at a speed of 158 m.p.h.; some fellow named Tree astride an English machine—my guess is an H.R.D. If this is not correct, blame the Answer Man on the radio, he gave me the cue.

● Our family James, discussed in this column last issue, has become the victim of capitalistic greed and has been sold at a reasonable profit including two large loaves of bread. As I said before, people are always after money, never showing any love for fine machines.

● Who can sell me a 6 volt Splitdorf generator, in or out of order, just write or phone me care of this office; this item is urgently needed to carry out certain experiments; electric eels are not suitable for the tests so please don't offer them.

● At speedway practice I was offered a ride on the chair of an outfit, but gracefully declined to accept, saying I wished to die peacefully if possible and not be scared to death. The average passenger in normal life appears to be quite sane and a likeable fellow, it's really beyond me why they do these things

● Fred, a slappy slow happy city lad, while touring in the country running in his new mount, had the misfortune to run over a large black snake; the front wheel passed over the reptile as arranged, but the serpent became tangled in the rear wheel with the result that there was an awful mess of snake, spokes and chain all mixed up. That wasn't all, about a foot of the business end of the joe blake was still free to swing about and very much alive, which made

removal of the obstruction rather awkward. The snake was hopping mad by this time and was a hair-raising sight, Fred of course doing a panic because he remembered the old saying about a snake never dying until the sun sets. Just five hours away this was, and who wants to be riding in the dark with a snake that's supposed to be dead? A farmer helped Fred out some time later, but the moral is to beware of snakes on the road.

● Harry Downs rode a very clean 2 laps on Kirjon Speedway on Saturday the 6th, and set up a new 2 lap record of 37 3/5 seconds. For readers' interest, the track is over the quarter mile, 460 yards I believe. The handicappers are rather severe on the back markers, considering the prizes at the finishing end, there should be a limit on the distance a rider can be put back. If he's good enough to win on a reasonable handicap good luck to him, but don't make it impossible—let the front markers improve themselves.

● Another short sighted bit of policy that makes me a little mad is the raw deal given the Edelbrock midgets, which are the draw-card of the programme. These fast cars are only let loose in handicap races and an occasional match race amongst themselves, even their oversize 5.00 tyres were banned to make it harder for them.

● The new 149 c.c. Velocette is a real knock-out and, if I may say so, a very well kept secret. In spite of all my file snooping, I never had a clue until the Editor put a photo in front of me. Looks as if somebody is after dollars and also sterling.

● What has happened to the motorcycling club for the girls? I haven't noticed any club news of late from them, busy knitting instead of cycling?

● The popular Keilor speed track will be back in business on the 21st of this month after its winter retirement.

● New South Wales Clubs have had some very good events in the past month, have a look through their club notes on page 50; also, there's a new Club in S.A.

● JAP dirt track engines are still piling success upon success at scrambles and other events—they're no longer strictly a speedway engine.

● The late Harry Warlow-Davies, killed in the plane crash on Mt. Macedon, was a very keen motor cyclist; he had the crave for building specials—quite a few machines came from his back yard and were very successful. At one stage Harry had three Scotts in pieces at once; he was a real fanatic for these machines.

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East Malvern-Richmond-St. Kilda—10/10/48

(By "VALVE")

They say, "the nearer to home the more popular the event," and this was borne out in connection with this event, for the entries were the biggest I had seen for quite a time. The crowd, too, was a large one, and it is quite apparent that when the course is near the city the spectators appreciate the meetings much more than those that take a good deal of precious petrol and the full day out.

A feature of the day's racing was Geoff Blythe's treble in the solo events, namely, up to 250 c.c. solo scratch race, the first division of the up to 350 c.c. solo scratch race and the all powers solo A grade scratch race. His time in the latter event was easily the fastest of the day.

The sidecar races were definitely the greatest thrills of this meeting as Col Sampson wheeled out an Ariel of no mean horsepower to do combat with the unbeaten George Murphy. Their meeting in the scratch race was worth going miles to see and, although Murphy landed the bacon, it is very doubtful if he would have been able to round up Sampson if the bar on the sidecar of the latter's outfit had not slipped. But that's all in the game and Sampson got his revenge in the sidecar handicap when he started off the scratch mark with Murphy and finished ahead of him and passed all except the winner. If Sampson is to keep on the job with this outfit he sure will give the fields a headache.

Results:—

Up to 250 c.c. Solo Scratch Race (5 laps).		
1. G. BLYTHE (Montgomery)	.....	St. Kilda
2. J. DONOVAN (Velocette)	.....	Ballarat
3. D. SMITH (Velocette)	.....	St. Kilda
Time, 7-02.		

All Powers C Grade Solo Scratch Race (5 laps).		
1. J. GILES (Rudge)	.....	St. Kilda
2. S. COOPER (B.S.A.)	.....	Oakleigh
3. J. ROBINSON (Velocette)	.....	Frankston
Time, 7-28.		

Up to 350 c.c. Solo Scratch Race (5 laps). (1st Division)

1. G. BLYTHE (A.J.S.)	.....	St. Kilda
2. R. CURLEY (Velocette)	.....	A.J.S. Club
3. K. DUPUY (Velocette)	.....	St. Kilda
Time, 6-58.		

All Powers Sidecar Scratch Race (5 laps).

1. G. MURPHY (Norton)	.....	St. Kilda
2. B. MACK (B.S.A.)	.....	St. Kilda
3. C. SAMPSON (Ariel)	.....	Hartwell
Time, 7-34.		

Up to 350 c.c. Solo Scratch Race (5 laps). (2nd Division)

1. H. TAPSCOTT (B.S.A.)	.....	Nunawading
2. J. ROBINSON (Velocette)	.....	Frankston
3. I. ROBINSON (Ideal Special), dead heat	.....	Essendon
3. "F. Valentine" (Velocette), dead heat	.....	Richmond
Time, 6-58.		

All Powers B Grade Solo Scratch Race (5 laps).

1. I. ROBINSON (Ideal Special)	.....	Essendon
2. K. DUPUY (Velocette)	.....	St. Kilda
3. E. JONES (Velocette)	.....	Dandenong
Time, 7-5.		

All Powers A Grade Solo Scratch Race (5 laps).

1. G. BLYTHE (J.A.P.)	.....	St. Kilda
2. H. TAPSCOTT (B.S.A.)	.....	Nunawading
3. L. CLARKE (J.A.P.)	.....	Harley Club
Time, 6-43.		

All Powers Sidecar Handicap (5 laps).

1. L. KENT (Norton)	.....	Footscray
2. C. SAMPSON (Ariel)	.....	Hartwell
3. G. MURPHY (Norton)	.....	St. Kilda
Time, 7-55.		

All Powers Solo Handicap (5 laps).

1. E. HARRIS (Velocette)	Preston
2. D. SMITH (Velocette)	St. Kilda
3. R. SYMONDS (Velocette)	Richmond
Time, 7-33.		

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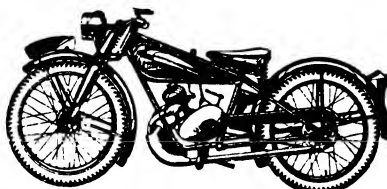
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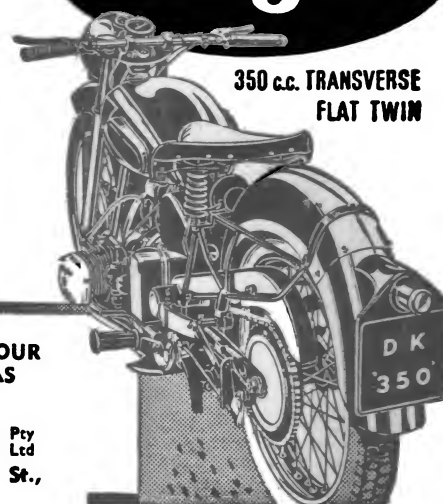
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VICTORIA
MOTOR CYCLE EVENTS

November 17—Scramble at Leongatha—Fairfield, Leongatha and Newport M.C.C.

November 21—Combined scramble at Kellor track.

November 21—Combined scramble at Keisytte.

December 5—Scramble at Yea—Box Hill M.C.C.

CAR EVENTS

November 21—A.M.S. Club Hill Climb.

November 28—Model Car Races, Maribynong.

December 5—L.C.C.A., Nar-Nar-Goon.

NEW SOUTH WALES
CAR EVENTS

November 21—V.S.C.C. of A. Trial with Sub-Events.

December 12—A.S.C.C. Scavenger Hunt.

TASMANIA
MOTOR CYCLE EVENTS

November 20—T.M.C.C. Acceleration Test.

December 12—T.M.C.C., Green's Beach.

December 18—T.M.C.C. Paper Chase.

BATHURST CAR RACES

As we go to press it is proposed by the Bathurst Chamber of Commerce and the Australian Sporting Car Club that a two-day road racing meeting should be run on the Mount Panorama Circuit on New Year's Day and January 3, with eight races—none of over 50 miles—and a total of £700 prize money. Tremendous interest is being shown interstate in the proposal but, unfortunately, the inevitable complications of early organisation have cropped up and until definite advice is received from the club, we will not be able to say definitely whether the meeting will be held. This space is therefore being held until the last possible moment so that late news can be printed.

STOP PRESS.

A group of Bathurst business men who have formed a committee called the Mount Panorama Race Committee approached the A.S.C.C. to conduct, with themselves as promoters, a two-day race meeting on January 1 and 3, 1949. In respect of this the following report has come to hand from the Mount Panorama Race Committee: That owing to the fact that it is not a body corporate of a Limited Company it is not in a position to carry the public risk involved and the possible re-imbursing of its individual members.

Police approval was not granted, the position being similar to that prior to the last two race meetings held on this, Australia's premier road racing circuit.

Unfortunately the time factor does not allow of an appeal against this decision as the Court cannot hear this appeal in time for the race organisation to take place.

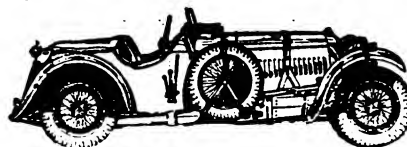
It is proposed to hold car races on New Year's Day at Woodside, South Australia. Official confirmation may be received within the next few days, and intending competitors may obtain further details by 'phoning "A.M.S." office.

HARRY WARLOW-DAVIES.

It is with deep regret that we record the death on November 8 of Harry Warlow-Davies, late of Mosman, N.S.W. Harry, who had over 5,000 flying hours to his credit as an A.N.A. pilot since December, 1944, was killed shortly after taking off from Melbourne on a service flight to Sydney via Deniliquin, when his aircraft crashed in heavy mist 300 feet below the summit of Mount Macedon. His co-pilot, Barry Keys, died later without regaining consciousness.

Harry was, in a quiet way, becoming prominent in N.S.W. competition circles, first with a Morgan, then a Lagonda Rapier, and finally with a Vauxhall 30/98; he held the 1,100 c.c. record at Foley's Hill with the Morgan. He was a keen member both of The Vintage Sports-Car Club of Australia and of the Australian Sporting Car Club, and was an energetic committeeman of the former, being elected to the office of competitions secretary shortly before his death.

Blessed as he was with a particularly sunny nature and an infectious enthusiasm for everything he did, Harry will be missed very much by everybody who knew him. Courteous and considerate always, his last thought was for his passengers, all of whom were saved. He leaves his wife, Elizabeth, and a three-weeks-old baby daughter of whom he was almost absurdly proud. They have our deepest sympathy in their loss.



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NAR-NAR-GOON

CAR PICNIC MEETING

This year the L.C.C.A. and the Nar-Nar-Goon R.S.S. and A.I.L.A. were able to hold their grass track picnic races on the racecourse on the day set down for it, to their relieved surprise. Last year the weather forced two postponements.

Time trials were held during the morning for handicapping purposes, no competitor being permitted to break his time by more than 20 per cent. in a race. Quick laps were recorded by John Barraclough (NE Magnette, s/c.), Otto Stone (K3 Magnette, s/c.), Arthur Chick (Alta-V8), Charlie Dean (Maybach) and Stud Beasley (Edelbrock Midget), all of whom were round the minute—not as fast as last year, but the track was in poor condition. The Wyliecar did not run, breaking its distributor drive immediately after starting up once again.

Five races were run, each of which was split up into two or three heats and a final, and a handsome trophy was given by Mr. and Mrs. Alf Thompson, of the Nar-Nar-Goon Hotel, for the competitor making fastest lap time.

The first two events were the heats of the President's Trophy for cars under 1,100 c.c.; Jim Leech won the first heat with his Austin, and Head's Riley went very fast to win the second.

Next there were the three heats of the Memorial Fund Handicap for cars between 1,101 and 1,500 c.c.; these brought out all the M.G.'s, blown and unblown. Otto Stone was last off in the first heat but went beautifully through the field to win. In the second heat, John Barraclough just missed beating McDonald for first place, but McDonald beat his handicap time and so was excluded. Barraclough's time was, by the way, five seconds better than Stone's in the first heat. A similar fate befell Smith in the third heat; he beat his handicap and the heat was given to Amson, whose TC went very well.

The big cars had the Nar-Nar-Goon Handicap, over 1,500 c.c. Three heats of this event were run off and the first was won by Charlie Dean after Cec Warren had changed his wheels over and gone faster than he realised. The second heat went to Arthur Chick, a plume of steam on his radiator cap, after Fred Gray had looked like holding him off, and Stud Beasley had bad luck in the third heat, breaking out the pinion carrier of his back axle casing after coming through the field well before the finish.

After the heats had been decided, the finals were run off, first of all for the 1,100 c.c. cars. Best performance of this race was Bill Clymer's with the Brooklands Riley; he was off the same mark as the quick Head Riley, but beat it at the start and then sailed away for a good win. Peter Manton was unfortunate to miss second place with his P.

Stuart Addison was so excited over starting the 1,500 c.c. final that he accidentally clouted Bib Stillwell's front wing with the starting flag, removing its parking light; Otto Stone won magnificently with the K3, appearing to use rather higher revs than the NE, which started off the same mark and came third behind Lex Davison on his stripped TC. Lex nearly went into a puddle on his last corner and would have been beaten for his place by Barraclough but for his good recovery.

Last of the class handicaps was the final of the over 1,500 c.c. race: it was won convincingly by Arthur Chick on the Alta-V8, although Dean's Maybach was coming round very quickly and had fastest time. John Klose came third with the 4½-litre Invicta, tonneau cover flapping.

After this, and while heats were being arranged for the Open Handicap, a scratch race was run in two heats and a final for cars under 1,500 c.c. Starters in the first heat were Clymer (Riley), Amson (M.G. TC), Anderson and Smith (both M.G. TC's) and King (Wolseley). After a good start, Clymer got away to a handsome lead; Amson and Anderson scrapped for second place and Smith retired.

In the second heat the result was even less in doubt; Lex Davison got well away and after the second lap had

time to make cheery signals to his wife as he passed the line each time. Bill Patterson got away from the rest of the field to make sure of second place, and Herb Ford, after a very good start, lost third place to Stillwell. Tony Gaze twisted something in the H.R.G.'s gearbox and retired.

The first three out of each heat started in the three lap final, and once again Lex got out in front and stayed there, winning from Patterson by a wide margin with the Clymer Riley third. Bib Stillwell cooked his plugs and finished last, going slower and slower.

Last event of the day was the Open Handicap of two heats with respectively seven and eight cars each and a final. Finalists were King (Wolseley), Perry (Riley), Luxton (Jaguar 100), Davison (M.G. TC), Whiteford (Kaye Special) and Dean (Maybach). Doug Whiteford won the race, with King second and Luxton third.

And so ended an entertaining day's motor sport. As a rule the handicapping was good, although a few of the races became unduly spread out. The trophy for fastest lap was awarded on race times to Charlie Dean, although we suspect that the Edelbrock would have gone close to winning it had it not broken down, and Arthur Chick was going very well. Actually the Maybach looked steadiest of all the cars on the rough track.

Full results were:—

THE PRESIDENT'S HANDICAP (Under 1,100 c.c., 5 laps)—

Heat 1: J. R. W. Leech (747 c.c. Austin) 1, W. Clymer (1,087 c.c. Riley Brooklands) 2, A. J. Chalmers (1,009 c.c. Standard) 3, J. M. Perry (1,087 c.c. Riley Imp) 4.

Heat 2: R. Head (1,087 c.c. Riley) 1, G. P. Manton (947 c.c. M.G. P type) 2, P. F. Turner (570 c.c. Fiat) retired.

Final: W. CLYMER 1, R. HEAD 2, G. P. MANTON 3, J. R. W. LEECH retired.

MEMORIAL FUND HANDICAP (1,101-1,500 c.c., 5 laps)—

Heat 1: O. Stone (1,086 c.c. M.G. K3 Magnette, s/c.) 1, McDonald (1,250 c.c. M.G. series TB) 2, H. Ford (1,496 c.c. Bugatti type 37) 3; also ran, T. S. Carlyon (1,250 c.c. M.G. series TC), F. A. O. Gaze (1,496 c.c. H.R.G.), P. Vennermark (1,176 c.c. M.G. N Magnette) retired.

Heat 2: J. A. Barraclough (1,287 c.c. M.G. NE Magnette, s/c.) 1, A. N. Davison (1,250 c.c. M.G. series TC) 2, G. W. Patterson (1,250 c.c. M.G. series TC, s/c.) 3; also ran, H. R. Anderson (1,250 c.c. M.G. series TC, excluded for breaking time), H. King (1,272 c.c. Wolseley Hornet Special) and P. Fellows (1,489 c.c. Morris Special).

Heat 3: E. Amson (1,250 c.c. M.G. series TC) 1, B. S. Stillwell (1,250 c.c. M.G. series TC, s/c.) 2, M. P. Whitty (1,250 c.c. M.G. series TC) 3; also ran, R. Smith (1,250 c.c. M.G. series TC, excluded for breaking time).

Final: O. STONE 1, A. N. DAVISON 2, J. A. BARRACLOUGH 3; also ran, B. S. Stillwell, McDonald and E. Amson.

NAR-NAR-GOON HANDICAP (1,501 c.c. and Over, 5 laps)—

Heat 1: H. C. Dean (4,198 c.c. Maybach) 1, J. Klose (4,500 c.c. Invicta) 2, W. Willcox (3,500 c.c. Dodge Special) 3; also ran, C. Warren (3,300 c.c. Ford A Midget, excluded for breaking time) and J. Skinner (driver E. Thomas, 3,600 c.c. Ballot Ford V8).

Heat 2: A. E. Chick (3,600 c.c. Alta-V8) 1, F. R. Gray (3,600 c.c. Bugatti-Mercury) 2, W. H. Luxton (driver R. Nutt, 2,500 c.c. Jaguar 100) 3; also ran, J. Berry (3,250 c.c. Sunbaker), W. W. Whitechurch (2,195 c.c. Willys-Wolseley).

Heat 3: D. Whiteford (4,375 c.c. Kaye Special) 1, J. Skinner (2,140 c.c. Autocrat) 2, J. Gullan (3,500 c.c. Ballot-Olds) 3; also ran, R. Kettle (3,600 c.c. Riley-Ford), S. Beasley (2,500 c.c. Edelbrock) retired.

Final: A. E. CHICK 1, H. C. DEAN 2, J. KLOSE 3; also ran, J. Skinner and F. R. Gray, D. Whiteford retired.

UNDER 1,500 c.c. SCRATCH RACE (5 laps)—

Heat 1: W. Clymer (1,087 c.c. Riley Brooklands) 1, H. R. Anderson (1,250 c.c. M.G. series TC) 2, E. Amson (1,250 c.c. M.G. series TC) 3, H. King (1,272 c.c. Wolseley Hornet Special) 4; R. Smith (1,250 c.c. M.G. series TC) retired.

Heat 2: A. N. Davison (1,250 c.c. M.G. series TC) 1, G. W. Patterson (1,250 c.c. M.G. series TC, s/c.) 2, B. S. Stillwell (1,250 c.c. M.G. series TC, s/c.) 3, H. Ford (1,496 c.c. Bugatti type 37) 4; F. A. O. Gaze (1,496 c.c. H.R.G.) retired.

Final: A. N. DAVISON 1, G. W. PATTERSON 2, W. CLYMER 3, H. R. ANDERSON 4, E. AMSON 5, B. S. STILLWELL 6.

OPEN HANDICAP, ALL POWERS (5 laps)—

Final: D. WHITEFORD (4,375 c.c. Kaye Special) 1, H. KING (1,272 c.c. Wolseley Hornet Special) 2, W. H. LUXTON (2,500 c.c. Jaguar 100) 3; also ran, J. Berry (1,087 c.c. Riley Imp), and A. N. Davison (1,250 c.c. M.G. series TC), H. C. Dean (4,198 c.c. Maybach) retired.

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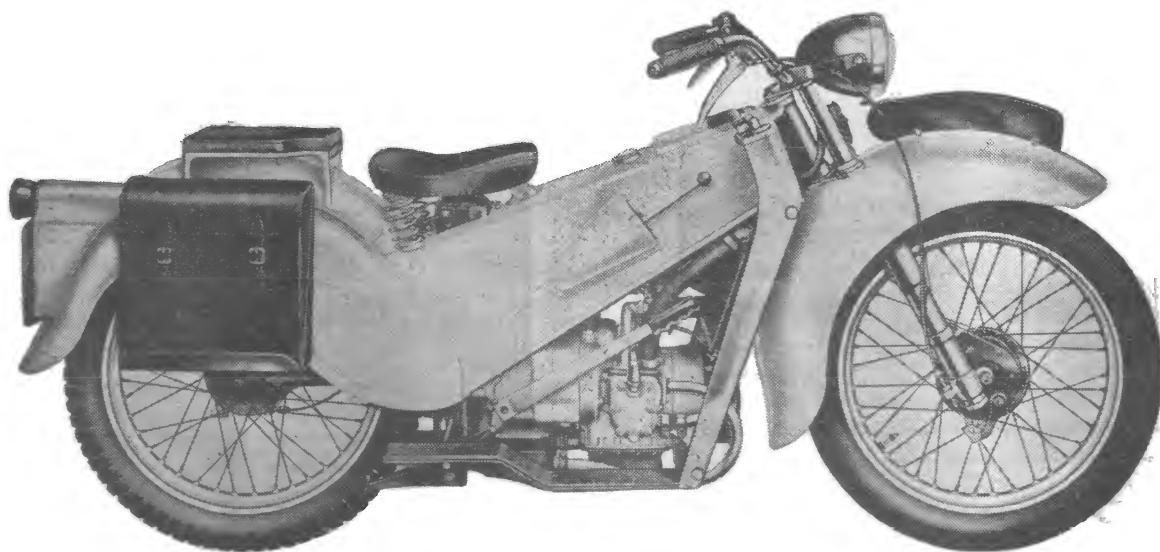
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- Please be brief and restrained.
- Name and address must be enclosed, though not necessary for publication.
- Views expressed in these columns are those of our correspondents, with which "Australian Motor Sports" does not necessarily agree.

Sir,—I would like to express my praise of your fine magazine, "Spotlight" included—it is indeed gratifying to find a magazine devoted exclusively to motor sport, as the lay Press shows a deplorable lack of interest in it. On rare occasions, such as Bathurst meetings, they print a certain amount of ballyhoo about home-made cars, "Supercharged M.G. Midgets," and Speedway riders at Blacktown.

On even rarer occasions they tell us some overseas news; for example, a Sydney paper recently told of the "first International Motor Cycle Grand Prix held in Britain since 1927," which was won by an Italian motorcyclist called Volloresi, who rode a Maserati; the runner-up also rode a Maserati and the third man home had an "Era" (Yes that's how they spelt it). Well, I ask you!

This deplorable attitude of the Press is not getting motor sport anywhere—it gets enthusiasts hot under the collar and makes the general public think we are all lunatics. Surely it is possible to ensure that adequate and accurate publicity be given to motor sport—perhaps Club secretaries with journalistic tendencies could do something. If only we can get a little less space devoted to Darby Munro and a little more to Alf Barrett, and get the public interested in what is practically a Cinderella sport, then things might start to hum in no uncertain manner, particularly as far as the shekels are concerned, which should make everybody happy, particularly Club Treasurers.

With best wishes for the success of your magazine,

JOHN R. BURTON,
Bankstown, N.S.W.

Sir,—In the report of the Australian Motor Sports Club's Speed Trials in your October issue, it was stated " . . . a very strong cross wind blowing throughout the morning which reached gale force at times, and adversely affected the performance of the smaller cars . . . "

From this it would appear that the larger cars were either not affected by the prevailing conditions or possibly even assisted by them.

I had the good fortune to be present at the event referred to and in my opinion this inference is grossly misleading, and somewhat detracts from the excellent performance recorded by two or three of the faster cars. I understand that the resistance offered by air to a moving body may be said to increase roughly as the square of its velocity;

it would therefore seem that if the slower cars were adversely affected by the wind (cross or otherwise), and they undoubtedly were, then the faster competitors would obviously be handicapped to an even greater extent.

In view of the above, the performance of Mr. Chick with the Alta-V8 and Mr. Dean with the Maybach Special, 100 and 120 m.p.h. respectively, were particularly meritorious.

B. HOMAN,
Launceston, Tasmania.

Sir,—In your article "Speed on Water" in the October issue, you quote 91 cubic inches as being equal to 1,000 c.c. and 135 cubic inches as being equal to 2,250 c.c., which at a glance is confusing as $1\frac{1}{2}$ times 91 (simple arithmetic) is approximately 135—this results in $2\frac{1}{2}$ times 1,000 c.c.—which is correct?

Also, would you please publish a simple formula for converting cubic inches to cubic centimetres?

W. CLANCY,
Hurlstone Park, N.S.W.

(We are covered with confusion—the truth is that we nearly always get mixed up about cubic inches and litres ourselves, and so missed the error. Actually 91 cubic inches is approximately equal to 1,500 c.c., which makes matters even worse. To convert cubic inches to cubic centimetres, multiply by 16.39; for the reverse conversion, divide by this figure.)

Sir,—Reading my favourite column—John Barraclough's "Spotlight"—in last month's issue, I noticed a reference to the Alvis Speed 25 having "ever-so-slight over-steer," and, like John, you can't shut me up now.

From the description of handling characteristics included, I'm sure John means understeer—any car which steers with its rear axle has oversteer.

To explain this more fully, the steering character of any car is controlled by the drift angle of the front and rear tyres—if the front tyres drift sideways more than the rear under a disturbing force you have understeer, and vice-versa. Drift angle is not to be confused with skidding—imagine a wheel travelling in a straight line along a flat surface, a force applied at right angles to the line of travel will make the wheel take up a new path somewhere between the directions of the driving and disturbing force—a "tri-angle of velocities"—without actually skidding, because of the flexibility of the tyre carcass and tread.

Now this drift angle is in turn governed by the type of suspension, load, tyre pressure etc., and beyond the control of the driver. It is designed into a chassis and, apart from tyre pressure and shock absorber tension, cannot be changed without major alteration. The next point is the effect of this drift angle on steering—what is oversteer or understeer? Well, imagine a car travelling fast on a flat road

with a constant high pressure side wind. If the front wheels have a higher drift angle than the rear they will run away from the wind, and to correct this drift you'll steer into the wind slightly—you then have understeer.

On the other hand, if the rear axle has the higher drift angle, your car will attempt to turn into the wind and you must steer away from the disturbing force—in other words, run away from the wind and off your chosen course. However, should you decide just to ignore the disturbing force with an oversteering chassis, your rear end would start to swing away from the force, adding centrifugal force and ultimately, through a combination of both, your car would spin. Of course, this description is exaggerated, for no driver in his right mind would force a car faster than he could steer it, but almost everybody has driven one of the worst oversteering chassis—an early Austin 7—and had the feeling of driving on a razor's edge.

So, John, if you'll excuse me, I'm sure you mean understeer.

KEN SMYTH,
Carnegie, Victoria.

Sir,—Being a regular reader of "Australian Motor Sports" monthly, and a patron of motor sport, I wish to express my views on the way the Rob Roy Hill Climb on November 2, 1948 was conducted.

I think it was an excellent meeting, but I and many others lost considerable time and petrol owing to no sign boards or directions on either of the roads Lilydale end or Eltham end, the only ways of approach.

I think this matter should be looked into and I think many others will agree with me.

"PLYMOUTH,"
Melbourne, Vic.



Art Senior on his new 350 c.c. Royal Enfield sweeps round Windy Corner. He led for two laps in heat 1 of the Junior T.T. until passed by Dave Jenkins (Velocette).

BLACKTOWN T.T. (N.S.W.)

Bill Morris (B.S.A.), from Wollongong, leads A. Bale (B.S.A.), home in heat 3 of the Junior Non-Experts' race. Morris collected three firsts and a second place for the day.



ARIEL

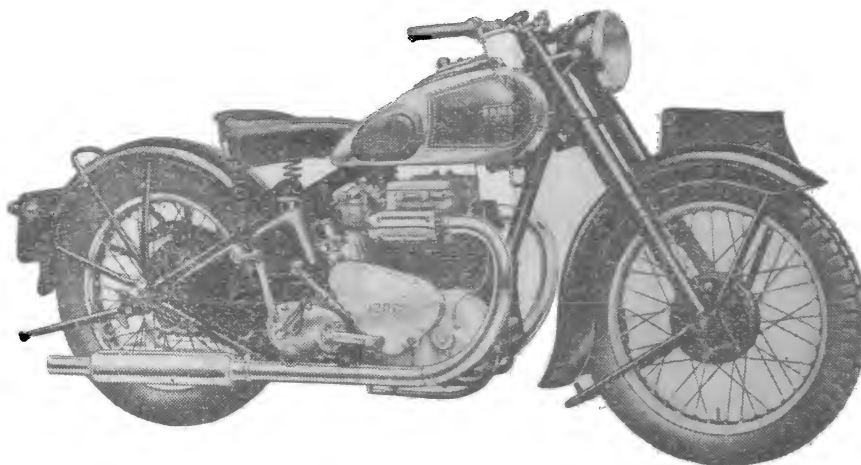
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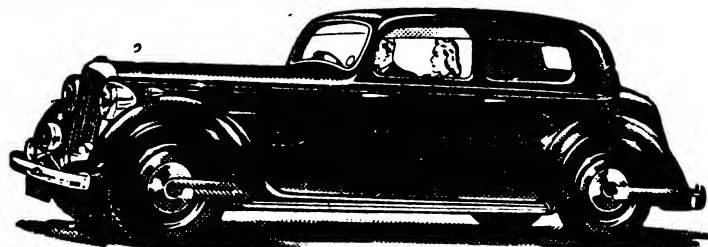
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THIS MODEL CAR CRAZE

By
KEN SMYTH.

This month, for a change, let us consider something apart from the petrol jobs—after all, even they are too expensive for some of us, and as I mentioned previously, the love of cars and racing is not influenced by the depth of one's pocket; this only limits the degree of participation in any particular sport, not our love for it!

Whilst in Sydney recently, I came across three beautiful little solid models—a D-type E.R.A., a 16-valve Maserati, and a single-seater Alta; and they started me thinking. Over a period of years, quite a few of these small die-cast cars have been produced, and included in this range have been some good models of racing cars, so why not a stable of minatures? Some people will think they are just toys, but if a model conjures up thoughts of famous victories or marques, who cares? For an outlay of perhaps, £3, spread out over a period of months, one can collect a team of cars fit to grace a special place in any collector's den.

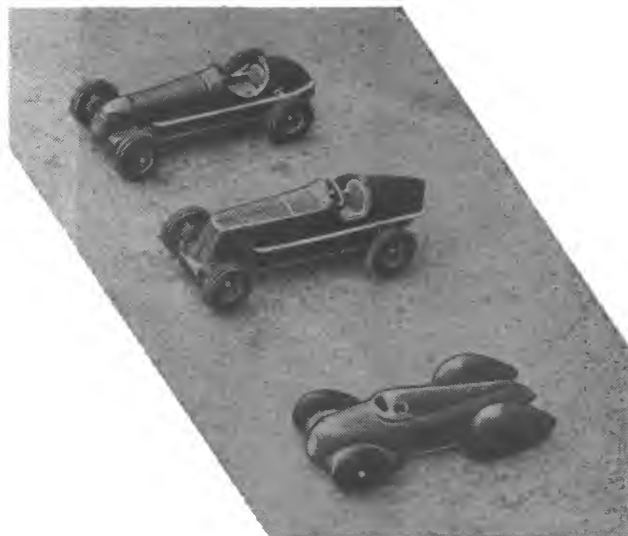
Unfortunately, this side of the model car game seems to have been sadly neglected, for it is almost impossible to find a large collection of these cars in Melbourne, although I recall seeing quite a few at Jim Gullan's flat some years ago—Jim is well known for his exploits with his latest Ballot Oldsmobile—and if it's good enough for him, there must be quite a lot of satisfaction in these collections.

Another collection, started since the war, has been located and belongs to "Mick" Smith, of South Yarra. This consists of a total of nine cars, all of which have been bought over the counter in various departmental stores, over a period of 12 months. The team consists of a 1934 G.P. Mercedes, the streamlined Auto Union, Eyston's Thunderbolt, Goldie Gardner's M.G., "Speed of the Wind," the previously mentioned E.R.A., Alta and Maserati, and last but not least, a clockwork Jeep which will rest comfortably on a matchbox.

Obviously, being mass produced, these models are not very well painted, but could, with a few strokes of a brush and ordinary care, be coloured correctly, and for those with real patience, even the racing numbers and other details could be added.

In the main, these models are the usual simple die-casting, with two wire axles and the necessary rubber-tyred wheels. Of course, the scale is very small—from 1/52 to 1/60—and many details are overlooked, but once again, if the collector is really particular, it shouldn't be impossible to add the more important points.

The E.R.A., Alta and Maserati, however, are really beautiful models and, considering their size, as complete in detail as it is possible to make them. In fact, these models have actually got independent suspension which works! They were produced by Scamold, of England, a factory devoted entirely to the production of perfect scale models to individual order until quite recently, so the detail is understandable.



You mightn't believe it, of the upper two particularly, but these are three of the solid scale model cars discussed, amongst other, by Ken Smyth in this article. (Alta, D-type E.R.A., and Auto Union coupe.)

Other models which I can bring to mind, and are worthy of addition to a collection of this nature, are John Cobb's land speed record holder—first as a solid model and again on a larger scale with a detachable body, showing the chassis and complete engine details; an R-type M.G., Seagrave's Sunbeam (a large clockwork model), Sir Malcolm Campbell's Bluebird in two different stages, Eyston's Magic Midget, Gardener's M.G. before it was totally enclosed, a Bentley, a P-type M.G., and a type 37 Bugatti, also a type 328 B.M.W. Many of these models were pre-war and would probably be very hard to find now, but half the fun of collecting anything lies in finding those things which are difficult to obtain.

Apart from these small solid scale models, some very interesting clockwork cars were made before the war by Schuco, in Germany, best of which was a fully sprung Mercedes G.P. job, complete with working steering, genuine knock-on wheels and removable tyres, and supplied with a set of spanners and a wheel clouter. This factory also produced another scale model, with all these features plus a three-speed and reverse gearbox, in the shape of a roadster.

But then, that's another story!

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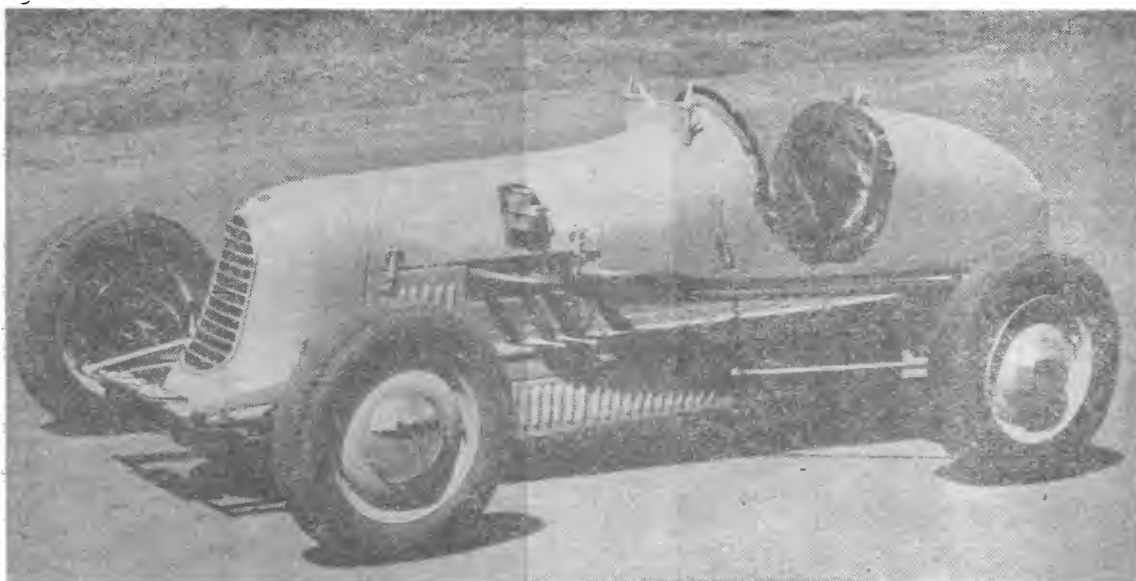
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The Autocrat, a new and worthwhile addition to the ranks of Victorian racing cars, is a handsome single seater on traditional lines. Bob Ferguson built the body.

AUSTRALIAN SPECIALS - - No. 27

"THE AUTOCRAT"

Feeling, perhaps, that he had gained enough competition experience with the 2-seater Ford V8-Ballot to promote himself in dicing rank, Jim Skinner started to make plans about the beginning of this year for the construction of an out and out single seater racing machine. Its design and construction were largely left to ex-speedcar driver Eddie Thomas, and a most creditable job it is too.

While it was being made, the Autocrat was kept behind an almost impenetrable veil of secrecy, and did not appear in public until the Rob Roy hill climb Championship day. In order to preserve its inviolability, Jim even went up on the day before official practice so that he could come to the big day with a completely new car. Entered in the 1,501-3,000 c.c. class for racing cars, it was on almost equal terms with Tony Luxton's be-Nutted and fierced Jaguar 100, but beat it with a run of 33.01 seconds, a handsome performance for a maiden competition effort and fastest unsupercharged time in its class. It handled impeccably, which is really a compliment to Jim and Eddie as much as to the car.

Foundation of any car, the chassis frame was worked up from light sheet steel by "Pop" Beavis, and is a fairly conventional three-quarter car affair with almost straight but tapered side members, 3½ in. deep at their greatest section and but 22 in. apart, slightly swept down to the front dumb-irons and kicked up at the back for the rear spring mounting.

The engine, a rather modified Willys Jeep of 2,195 c.c., is three point mounted in the frame, by more or less rigid bearers at the back and a rubber mounting at the front. Disclosed modifications to the engine include cleaned out combustion chambers, exhaust and inlet ports; a Scintilla magneto; a Chandler Grove (Ford V8 to you) carburettor on a welded tube, buffer ended intake manifold; and a four separate pipe exhaust system, with individual copper tail-pipes extending to about 18 inches behind the rear axle. It can be assumed that the compression ratio has been increased and the camshaft played with. A neat ribbed valve chest cover in aluminium with the name "Autocrat" cast in gives the near side of the engine an air of finish.

A specially made radiator core has an area of 1.6 square feet, and the cooling system's capacity is altogether 3½

gallons of water, which is helped on its way by a belt driven pump.

To connect the Willys clutch bellhousing to the Lancia four-speed gearbox, a special aluminium casting was made up; the gearbox had its bearers sawn off as they were no longer needed, and the clutch shaft was adapted to suit it to the Willys plate clutch.

Mostly because of a perfectly understandable phobia about central gear levers in narrow single seaters, Eddie and Jim went to considerable trouble to take the gear lever outside, on the off side. The remote control mechanism looks simple but is an admirable piece of work, and a lot of thought went into its construction, with the result that it operates sweetly and with an absolute minimum of backlash.

At the back of the gearbox another aluminium casting was made to receive the ball housing of a Ford torque tube, which encloses the Ford universal joint, again adapted to the output shaft of the gearbox. The torque tube and tailshaft naturally had to be shortened considerably.

Fuel is fed to the carburettor by an A.C. mechanical pump, from the rear tank; this is mounted over the rear axle and has a capacity of 12 gallons. Outlet pipes have been taken from the tank at two levels, which gives a reserve supply of 1½ gallons—very handy in emergency—available through a two-way cock fixed to the inside of the near side chassis member, and readily accessible from the driving seat.

A modified Fiat steering box has a ratio from lock to lock of 1½ turns; its cross shaft is extended so that it can be centrally mounted, and tubular extensions to its housing enable it to be held in brackets to the frame, 7 inches above the side members. It has a 17 inch diameter spring steering wheel, comfortably placed in relation to the seat and pedals.

Suspension is of the three spring system; parallel flat semi-elliptic springs hold the Chevrolet front axle, which has been found to be too heavy and is to be replaced by a tubular beam before very long. The rear spring is a transverse semi-elliptic, mounted well behind the Ford rear axle on outrigger spring perches. Radius rods locate the axle, which at present has a gear ratio of 4.1 to 1.

and the stresses induced by driving and braking are absorbed by the torque tube.

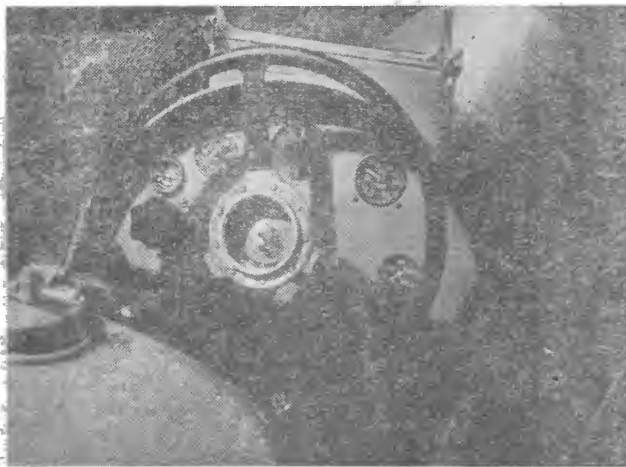
Andre Hydro-Telecontrol adjustable friction shock absorbers control the axles, and look very proud of themselves sitting there. Those in front are of the double arm type, and the back ones have short rubber bushed links to the rear axle.

The brakes are hydraulic on all four wheels; front drums are Chevrolet and have vestigial fins, while those at the back are Ford. A cable linkage connects the hand-brake lever, outside the body on the near side, to the back brakes—it has no ratchet. Tyres are 5.00 x 16 in front and 6.00 x 16 rear, on steel disc wheels whose chrome centre plates will in time be engraved "Autocrat."

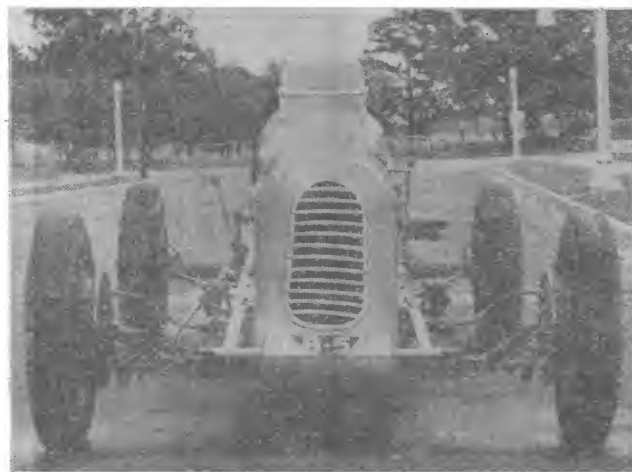
Control arrangements in the cockpit have been worked out very neatly. The driver sits with a leg either side of the gearbox; the clutch pedal is to the left, connected to its operating lever by a short length of chain for flexibility, and on the right are the brake and accelerator pedals. An ex-aircraft pull rod with universal ends links the accelerator pedal to an arm on a longitudinal shaft held in self aligning bearing in brackets held down by the cylinder head stud nuts. Brake and gear levers are of course in easy reach outside the body on the left and right respectively. Wires and pipes are bound with tape and attached firmly to permanent parts of the chassis or body frame.

Bodywork, carried out in a very workmanlike manner by the Mentone Body Works, is panelled in aluminium sheet over a welded steel tube frame. It is no wider than the chassis anywhere, and has borrowed the very practical midget technique of being made in several separate and easily detachable sections.

The neat radiator cowl, which has a grille worked up from half round material and an engraved nameplate, is one section; the scuttle is another, and the shapely tail



This view of the instrument panel shows one of the telecontrol pressure gauges and adjusting knobs. The steering wheel boss is to have a plastic black cover plate.



ANGLE OF VIEW—head-on, the Autocrat presents a minimum of frontal area and the symmetrical grille is pleasing. The car is registered for the road.

section another. A full length undertray is screwed to the chassis frame. Bonnet sides are attached by screws to the radiator and scuttle frames, and the bonnet top is hinged on the right hand side, being held down by spring clips on the left or carburettor side. The carburettor sticks out through a hole in the side, and has no air cleaner, while the four separate exhaust pipes run down the rear side of the body, with an elbow guard where they pass the driver's seat.

Instrument equipment is adequate but not lavish. A two hand electric revolution counter is mounted in the fascia's middle, around it are oil and water thermometers, oil pressure gauge, ignition cutout switch and the control gear for the telecontrols, which includes an adjusting knob each for front and rear and two pipe line pressure gauges.

A deep sponge rubber seat cushion insulates the driver from road shock and vibration, and leather upholstery is clipped to the edges of the cockpit; it is carried well forward on each side and padded to protect the driver's legs and knees against painful knocking about. The finish is blue, with chromed bits here and there, and polished copper exhaust pipes.

Chief dimensions are wheelbase 88 in. (7 ft. 4 in. for people who have difficulty in thinking in inches), track 56 in. (4 ft. 8 in.), and the weight without fuel is just 12 cwt. Engine capacity is of course about 2,195 c.c., which is really a pity as it would be difficult to bring the car into Formula B without putting excessive metal between pistons and water. The car is definitely an asset to Victorian motor sport, as it is both well built and good looking, and what's more it goes well—as time goes on it will go better. So Jim need have no regrets about his decision to have himself made a new dicing machine, and the people responsible for its construction have done their work well.

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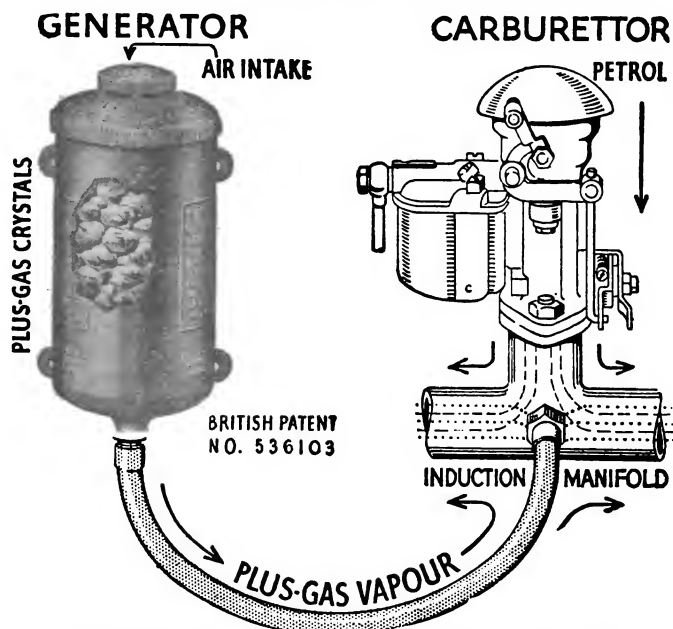
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MOTOR OLYMPIA AND VINTAGE CAR RALLY

Sydney Sports Ground

By BRIAN BLACKER

The October 30 Motor Olympia was The Vintage Sports-Car Club's most ambitious promotion of this nature, and was a successful endeavour to present to the public a combination of Concours d'Elegance and motor exhibition. An entry of over eighty machines ranged from J. Crouch's 1907 Renault to the completely new Morris Oxford saloon, announced to the public a mere three days previously.

Most competitors assembled at the Government House end of Macquarie Street in the morning, and Club Scrutineers carried out preliminary judging on joints such as cleanliness of chassis and running gear, cleanline and accessibility of motor, and general mechanical condition. Although the Club was not able to get permission for an official procession to the Sports Ground, cars were sent off from Macquarie Street in sizeable groups which should have given city shoppers the impression that there were upwards of a dozen processions processing. As cars arrived at their destination they were marshalled into seven angle parked lines in different classes, the bonnet of each car pointed towards the Judges' box on the northern side of the oval. The Sports Ground proved to be just the right size for this arrangement, being big enough to avoid overcrowding yet compact enough for the eighty cars to make it seem comfortably full of them.

By the time the lines had been set up, there was a good crowd in the ground, in spite of the many other public attractions offering on a fine Saturday afternoon. They were entertained, while preliminary judging was being completed, by the excellent band, and by the helpful members of the Model Aero Club of N.S.W., whose gas-driven models astonished all by their exceptional speed and controllability. Later in the afternoon, an additional attraction was the dozen beautiful Miss Australia candidates, who were introduced to the crowd and driven round the track during several of the parade laps.

The final judging was approached from a more aesthetic viewpoint, and started at 2.30 p.m., the ladies' opinion was expressed by Mrs. Charles Lloyd Jones, Mr. William Constable judged the cars' artistic appeal, while photogenic qualities were assessed by Mr. Laurence le Guay. So that the Judges might have every opportunity to see the cars properly, all cars in each class paraded round the track together for two laps, and awards were decided on an aggregate of points. Three awards were offered in each class, Gold for 1st, Silver for 2nd and Bronze for 3rd, taking the form of a small engraved plaque of suitable metal designed for fitting to the car's instrument panel. Special trophies awarded in certain classes included the Mounser Trophy, an Annual Award for the best Post-War Sports Car.

Class 1—Vintage Cars (Prior to 1931).

Seventeen well kept cars faced the Judges in this class, including Lorraine-Dietrich, M.G. series J2, Brooklands Riley, a 1929 Essex Challenger in faultless condition, a truly silent 1924 Rolls-Royce 20 h.p. saloon, six Vauxhalls from a 23/60, one E-type Velox and three OE Veloxes to the Presentation Wensum; a carefully restored Brescia Bugatti, a Lancia Lambda, duck's back Alvis 12/50, type 37 Bugatti and 16/50 Sunbeam.

The class was won by J. Jeffery's most desirable 3-litre Bentley Speed Model Van den Plas 4-seater. This car was finished in impeccable Bentley green and is said to have finished third at le Mans with the immortal Babe Barnato at the wheel. The award met with unanimous approval as the car presents a faultless appearance from its V.S.C.C. of A. Founder badge on the radiator to the G.B. plaque on the rear tank. Second was J. Hood's 3-litre twin O.H.C. Sunbeam, colour scheme being black body with aluminium bonnet and red wings—a practical feature was the canvas valances fitted to the front cycle guards. Third was OE 238,

H. Tompsitt's well known aluminium Velox 30/98; its red leather upholstery and neat tonneau cover looked well. Lex Tompsitt gave the lie to the usual opinion that a 30/98 is strictly a man's car—she handled it most capably throughout the day.

Class 2—Veteran or Edwardian.

Disappointingly, there were no Veteran cars and only two Edwardians; first award was given to Mr. E. D. Ansell's immortal A type Vauxhall "Fifty-Bob," which had previously been described under "Vintage Competition Cars" in "A.M.S." for June 1947, and has been the subject of more recent correspondence. Second was J. Crouch's 1907 Renault—this 41 years old motorcar is in original condition rather than restored. The engine, except for a rather long intake manifold and exposed valve gear, looks much like any other 4 cylinder s/v unit. The magneto inspection door on the front of the bonnet was quite intriguing.

Class 3—Individually Built Specials.

Eight cars were entered in this class. J. May's black twin scuttle occasional four seater was a particularly neat 30/98 body conversion, very pukka with its external 4-branch exhaust. The Street Special was an unusual rear engine front wheel drive roadster; a tipo 8 Isotta-Fraschini stripped and shortened chassis had a Minerva rear end, and there were a Triumph 8 specially bodied roadster, and an Austin Meteor substituted by A. Cook for his Riley, which had thrown a rod.

First Award was made to J. Read, whose Wisconsin V4 engined speedcar contained some of the most meticulous detail work ever seen on a motor car. The only visible deviation from perfection was a cracked oil gauge glass. Second was J. Crouch's Allarday Special, a potent V8 Special built on the lines of the English Allard—the black aerodynamic bodywork is of a high order. Third was G. Reed's Skate III V8 Special—this award was well earned as George Reed made the trip down from Bathurst specially for the day.

Class 4—Racing and Speed Cars.

This class was supported by only four entries; during the quite slow parade, G. Stewart's M.G. Magna got inexplicably out of control and slid into the fence, damaging its chassis and giving the driver (not Gordon Stewart) severe concussion. After a slight delay caused by this mishap, the class was won by C. H. James' M. G. NE Magnette, second being the damaged Magna and third F. W. Elbourne's red M.G. type N Magnette.

Class 5—Pre-War Sports and Convertibles.

This class included amongst the non-placegetters the scrupulously maintained Gordon Nichol black Jaguar 100, H. Warlow-Davies' Lagonda Lapier and L. Berliner's supercharged Auburn Convertible.

The class was a walkover for J. Jeffery's white Jaguar 100, the car which must be seen to be believed. Second was R. Ward's M.G. series TB, driven by D. Ansell and looking its absolute best; third was S. Todhunter's as new J2 series M.G.

Class 6—Post War Sports and Convertibles.

A round dozen entries, many being dealers' cars; they ranged from the new Morgan 4-cylinder 3-wheeler, two TC M.G.'s, a Triumph Roadster, Standard 8 tourer, two Hillman dropheads, (one with cabriolet bars) two Vauxhall Wyverns and a Singer Nine.

Winner was H. Morson's steel grey 2½-litre Jaguar drophead, with red leather and walnut interior and Ace discs on the wheels. Second prize went to Barclay Motors' new Alvis 14 drophead and third to Peter Lloyd Pty. Ltd.'s

new cream 2½-litre Riley roadster. Where American style bumpers are concerned, Rileys clearly intend to fight poison gas with poison gas.

Class 7—Post-War Closed Cars Under 10 H.P.

This class had only three entries and was won by T. Patterson's 1½-litre M.G. saloon, a particularly pretty example finished in two-tone green. Second was E. Larkin's Morris 8/40 saloon, also green but with tan leather instead of brown. Third was T. Jackson's twin opposed engined Bradford station waggon.

Class 8—Post War Closed Cars Under 20 H.P.

This class was mostly dealer's entries, with such metal as Jowett Javelin, the recently announced Morris Oxford, nicely finished and rather American in appearance (the revived practice of having pull-out door handles aroused favourable comment); an imported Vauxhall 14 with the integral body and chassis construction, Hillman Minx, a slate grey Armstrong-Siddeley Typhoon, the new Standard Vanguard—people liked the thought of an 18 h.p. motor and a top speed close to 80 m.p.h., the finish was also unusual, an iridescent golden brown—the A.C. 2-litre and a Morris Ten.

The class was won by Standard Cars Ltd.'s knife-edge Triumph 1800 saloon, Peter Lloyd Pty. Ltd.'s steel green 1½-litre Riley with black hood and red leather second, and a black Alvis saloon third.

Class 9—Post-War Closed Cars Over 20 H.P.

Out of the three competing cars, the Golden Award was taken by F. Nichol's green 3½-litre Jaguar, second went to R. Quigley's cream example of the same famous

marque, and third prize was awarded to York Motors' Chrysler New Yorker, a most impressive American car.

Class 10—Best Kept Sports Car Any Age.

These were mostly fugitives from previous classes, Vintage except for the winner, two TB M.G.'s, the 2½-litre Riley Roadster and the Lagonda Rapier.

J. Jeffery, a hot favourite needless to say, won with the Jaguar 100, A. Coughlan was second with TB series M.G. and E. Ansell third with the A type Vauxhall; this was, people thought, a greater honour than the Best Edwardian Award gained earlier in the day by this car.

Class 11—Best Kept Sports Car, Lady Owner Driver.

The condition of the TB series M.G. with which Mrs. Coughlan won this section was worthy of stiff opposition; in point of fact hers was the only entry.

Class 12—Best Kept Closed Car Any Age.

Again a small entry of only three cars and the winner was Peter Lloyd Pty. Ltd.'s 1½-litre Riley saloon, which came second in class 8. Second was R. Campbell's green Nash Ambassador with plastic white-walls, and third T. Patterson's two-tone M.G. saloon.

Class 13—Best Kept Dealer's Entry.

A condition of competition in this class was that the car entered must be for sale. Again it was made up of cars entered in other classes, and the awards were first to G. Robinson's Jowett Javelin, second R. Ward's 1½-litre M.G. saloon and third to Master Motors' three wheeled Morgan.

NEW AUSTIN A90 CONVERTIBLE . . .



The new "For Export Only" Austin A90 Atlantic convertible coupe, briefly announced in "Australian Motor Sports" for last month, is an open or closed three-seater with occasional accommodation for two extra passengers. The divided front seat can be aligned to make a bench of exceptional width, steering column gear shift and fascia mounted pull-out handbrake giving a clear floor.

Wide doors, hung at their front edges, have drop windows hydraulically raised and lowered, electrically controlled by conveniently placed switches. The body is all steel, new in design from the centrally mounted inbuilt fog lamp to the bold rear bumper, the best American and Italian influence being very marked. A wide curved glass windscreen has above it a shallow canopy, supported by the narrow screen pillars, and forming the seal for the front of the hood. This is concealed when the car is open under a detachable canvas cover, in a well round the sides and back of the rear seat. The car is converted from open to closed simply by pressing a switch, placed in easy reach

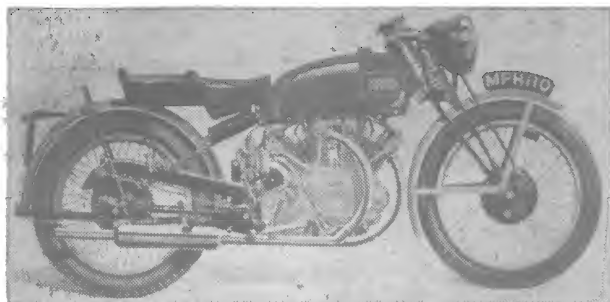
on the driver's door; no further effort is needed than to lock the peak in place on the windscreen top by a central handle.

Steel disc wheels have 5.50 x 16 tyres and large chrome plated centres; an easily detachable panel between door and rear bumper on each side gives access to the rear wheels, and a Stevenson jacking system makes light of wheel changing. There are no rear wings as the body is full width at the back, enclosing a large luggage boot in which the spare wheel and fuel tank filler are concealed under lock and key.

The engine has four cylinders of 2,660 c.c. capacity and develops 88 b.h.p. at 4,000 r.p.m. on a comp. ratio of 7.5 to 1; twin S.U. carburettors are fed from the 12½ gal. rear tank by an A.C. pump. Specifications include push rod O.H. valves, a three main bearing counterbalanced crankshaft, steel connecting rods with clamped gudgeon pins and full flow oil filter.

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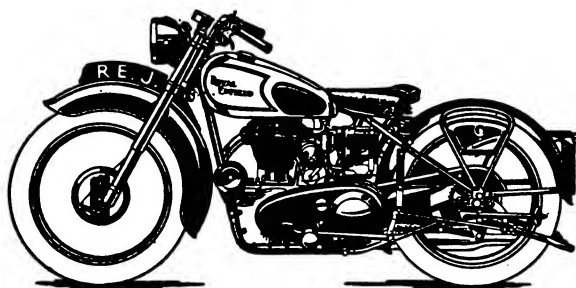
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CAR CLUB NOTES

VICTORIA

VICTORIAN MODEL RACE CAR CLUB.

(Enquiries, J. M. Cozens, 16 Darling St., South Yarra, S.E.1.)

Meetings are held at the Model Dockyard, 216 Swanston Street, Melbourne, on the third Friday of each month at 8 p.m. All interested in racing model cars are invited to attend or contact the secretary.

Many of our members have been attending Riverside track with their cars and putting up some very good speeds. Cec Whight has received notice that he holds the Australian ½-mile spur gear record at 83.5 m.p.h.

RIVERSIDE MINIATURE CAR CLUB.

(Enquiries, J. Flynn, 19 Lord St., Carnegie.)

The next general meeting will be held at Roma House, 240 Elizabeth Street (third floor), at 8 p.m., on November 24. A race meeting for charity will be held at Raleigh's Road, Maribyrnong, on Saturday, November 28, in conjunction with the V.M.R.C.C. Four trophies will be competed for and a very high standard of racing is expected.

This meeting will also serve as a useful warming up for the N.S.W. Championships at Ashfield next month. A team of six will be making the trip north this year, and we are hoping to bring back a few trophies. Wes Vickers brought along his new C class chassis to the last meeting. This job is well made and features a 1.3 c.c. Mills engine with independent front suspension. When it has a body it should turn up a lot of speed on the small track.

NEW SOUTH WALES

AUSTRALIAN SPORTING CAR CLUB.

(Enquiries, N. J. Pleasance, Box 3304, G.P.O., Sydney. 'Phone BW 1132.)

After casting up the accounts for the recent Mount Druitt race meeting, it has been found possible to allocate £200 prize money, £20 for each race. There is a distinct possibility that the club will be able to have permanent access to this airstrip, in which case plans are being made for a race meeting in which the course will be more interesting than a dice round the drums at each end. In the meantime, urgent action is being set in hand to organise the New Year meeting at Bathurst, announced elsewhere in this issue.

Forthcoming events include the second non-experts' trial of the season, which will make the point score for the Wakefield Castrol Trophy very interesting, as there are at least half a dozen members within striking distance of coming out on top.

Trophies have been donated by Mrs. J. Oakley, Messrs. F. Topham, J. Large, K. Rainger, R. Quigley, J. Kitchen, Messrs. P. and R. Williams Pty. Ltd. and Messrs. University Motors for competition amongst members.

A Christmas fancy dress and presentation ball will be held at Lansdowne Inn on December 10, at which all trophies won since June will be presented. Alby Johnson, Bill McLachlan and Jack Murray are plotting an

aqua sports day with aquaplaning, water skiing and speedboat races for ladies (boats supplied). The date will be announced later. Enquiries to Alby Johnson, FM 1584.

THE VINTAGE SPORTS-CAR CLUB OF AUSTRALIA.

(Enquiries, J. B. Helsham, Box 2365, G.P.O., Sydney, N.S.W.)

The annual general meeting was held on Tuesday, October 20; officers and committee were elected for the coming year as follows: G. Nicol, president; J. A. Jeffery, captain; J. B. Helsham, hon. secretary; H. Warlow-Davies, competitions secretary; R. K. Newson, treasurer; R. Gibson, trustee; F. J. Lyell, R. A. Murray, J. F. Crouch, G. D. Collins and R. W. Dent, committee. Members present subscribed to a wedding presentation to the retiring treasurer, Harry Tompsett. Brian Blacker carried on as club reporter for "A.M.S."

For the November hill climb, planned originally for the old Razorback hill, the committee has decided that it will try to get Foley's Hill, in view of its easier accessibility and better surface. Further information may be had from the competitions secretary at XM 4048.

Meetings are held on the second Tuesday of each month at the Sydney Bridge club rooms, 333 George Street, third floor. Vintage enthusiasts are cordially invited to come along.

THE 500 CAR CLUB OF N.S.W.

(Enquiries, F. A. Schubach, 71 Victoria Rd., Drummoyne. 'Phone WA 2517.)

At the October general meeting a motion was put forward for the amendment of the rule limiting fuel tank size to one gallon, to permit tanks of larger or unlimited capacity to be used. This met with opposition from a large section and was referred to the committee meeting on the 19th, where it was again debated, no final decision being reached; it will now revert to the November general meeting for further discussion.

The theatre night set down for November has been put forward to January, when a better selection of films will be available. The club is still in need of better meeting rooms, and any suggestions will be gratefully received.

Recently two visitors called from W.A. and gave an idea of the position over there regarding 500's. As in N.S.W., there is a large majority waiting for a few cars to be put on the road to see how they catch on before they build themselves. If 500's prove successful, this branch of the sport should flourish.

The club meets on the first Tuesday of each month at the Real Estate Institute rooms, Martin Place (beneath the Victorian Tourist Bureau), and all interested persons will be welcomed.

SOUTH AUSTRALIA

SPORTING CAR CLUB OF S.A.

(Enquiries, W. Douglas Verco, Verco Bldgs, North Terrace, Adelaide.)

It was most unfortunate that the rain and wind caused the abandonment of the Woodside road races, as we may not have much opportunity for further road racing for some months. The ladies' trial on October 23 was

very successful and bids fair to become an annual event.

The club is joining with The Vintage S.C.C. in running the hill climb at Glen Ewin on November 13.

THE VINTAGE SPORTS-CAR CLUB OF AUSTRALIA. (S.A. Division)

(Enquiries, K. N. Brooks, 383 Magill Rd., Tranmere, S.A.)

The annual general meeting was held at the home of Mr. and Mrs. W. Everard on Friday, October 15, and the committee elected for the coming year; this committee comprises E. W. Godfrey, president; D. G. Howard, hon. secretary; I. N. Jackson, treasurer; J. N. B. Bateman, captain; J. McG. Donaldson, recording secretary; A. G. Scott, trustee.

The club was pleased to have the opportunity to vote on the admittance of eight new members; all were accepted unanimously—four as full members and four as associates.

Plans are well in hand for the hill climb at Glen Ewin, Houghton, on November 13 (in conjunction with the S.C.C. of S.A.), and entries are steadily coming in.

On November 19 another meeting will be held to discuss coming events and to help keep the division together as a body, for meetings such as these where members have time to natter for hours do much towards this end. A further coming activity is the annual dinner, which will be discussed at this meeting and which the committee plans to hold early in December, once again at the Scenic Hotel, Norton's Summit.

As the strength of a club is directly proportional to the number of its active and interested members, this division cordially invites Vintage enthusiasts or prospective members to contact the hon. secretary or come to the next meeting in November.

RACING DRIVERS' ASSOCIATION OF S.A. (Inc.).

(Enquiries, Don S. Reimann, 5 Rawling Ave., Torrensville. 'Phone U 5928, night L 4928.)

The club was most fortunate to find new clubrooms, and is now installed in them; they are in O'Connell Street, North Adelaide. The first meeting in the new rooms was held on October 14, and attendance was very gratifying.

The picnic held on October 10 was, unfortunately, interrupted by rain soon after members arrived at the delightful Hahndorf Oval. This considerably dampened most spirits but, due to the foresight of some members, this state of affairs was soon rectified. Most members stayed to lunch, as shelter sheds were provided on the oval, in the hope that the rain would go away. However, it did not, and after lunch most members returned home. It is hoped that arrangements can be made to hold another picnic early in the new year at the same place.

The ever increasing tempo of activity in the club is brought about by the very rapidly approaching opening date of Kilburn Speedway. Driving members and their mechanics are all very busy preparing the cars for the opening night on November 5. The first practice, which was held last Tuesday evening, gave the impression that the clubs concerned were doing their best to ensure that a high standard of racing would be maintained throughout the coming season. On the opening night a fireworks display will be staged in the centre of the track for about 15 minutes, which, we hope, will start off a very good evening's entertainment for all the patrons.

Remember, closing date for Club Notes is the 30th of each month.

MOTOR CYCLE CLUB NOTES

VICTORIA

BALLARAT MOTOR CYCLE CLUB.

(Enquiries, A. A. Kerry, 1008 Lydiard St., North Ballarat. Phone 1738.)

Now that the championships have been held and during the interval until New Year's Day, activity has been transferred to the Western District. On October 31 most members of the club made the trip to Ararat to support that club's scramble. Then at the end of November everyone will be looking forward to more petrol to make the trip to Berrievale for the open scramble to be run by the Geelong Club. After that a certain amount of hard work will have to be done for New Year's Day.

Bad luck for all members who made the trip to Adelaide for the scrambles there as, owing to the rain, they did not see any racing at all.

BOX HILL MOTOR CYCLE CLUB.

(Enquiries, I. Warner, 583 Canterbury Rd., Surrey Hills.)

Highlight of the month was the Victorian scramble championships at Moroney's Hill. Unfortunately for the club, members had a bad day, although Merv Cooper seemed certain of third place in the all powers—to be beaten by the deep creeks. Other events which were well supported were the Jordanville scramble and the Sports Parade radio programme. Owen Tyler won a parcel of tinned food at the latter—a very fitting trophy.

Another card evening was held this month resulting in a nice little profit to the club and an enjoyable time for those who came. In the interests of more entertaining meetings, a quiz was recently held. Six quiz kids faced a bombardment of questions from quiz-master Brian Lynch. Quiz kid Bert Down had everyone in fits with his Ariel two-stroke and explanation of how to use a degree card when timing an engine.

Coming events include a social night on November 12, to be run by the recently re-organised ladies' committee; a truck to the Speedway on November 20, and a week-end trip to Yea for a scramble there on Sunday, December 5.

COBURG MOTOR CYCLE CLUB.

(Enquiries, H. Allison, 120 Coppin St., Richmond, E.I.)

October was very entertaining on the sporting side. First there was a run to Healesville and Warburton, with lunch at Healesville after a pleasant run. On the run to Warburton, during a stop for photographic purposes, a bull ants nest upset people considerably. Next there was a pie night on the 11th, held at the club, which everybody enjoyed. The race meeting at Essendon on the 17th was a success; there were a few new machines on the line which did well for themselves.

Main attraction of the month was the Anniversary Ball held at The Palms. It was a great evening and a credit to the social committee. Braybrook's trial was a very good one, and Ian Galbraith is to be congratulated on keeping the club's colours flying. The boys are all looking forward to the Christmas Ball.

DANDENONG MOTOR CYCLE CLUB.

(Enquiries, J. Davis, 52 Foster St., Dandenong.)

The club's activities during October were confined to two open rides for the scramble riders, and a sports meeting with the Frankston and Mornington Clubs. At Jordanville the club was represented by Eric Jones, Allan Constantine and Alf O'Brien, the only placing being Eric with a third. Moroney's Hill brought a few more entries other than the previous riders in Mick Cross and Tig Stevenson, but none was placed although they all

rode well. The sports meeting was quite a success, Graham Male being the mainstay, winning practically everything for the outfit.

Next month there will be a bonfire, a sports meeting and a dance on the programme.

ESSENDON MOTOR CYCLE CLUB.

(Enquiries, I. Robinson, 3 Queen St., Essendon.)

At last, after weeks of preparation, the Keilor speed track is ready for the combined meeting between Harley, St. Kilda and Essendon on the 21st of this month. As the two visiting clubs have quite a few prominent members, the meeting should be one of good fast racing.

There is to be a picture night at the Vacuum Oil Theatre in December, for which tickets will be issued at the general meetings or can be obtained from the secretary. Final arrangements are being made for the smoke night in the Essendon football pavilion, of which full details will be given in next month's "A.M.S." At the meeting at Jordanville one of the club's young riders gave a good performance in the C grade solo, getting sixth place out of 40 riders, which is good for his first ride. Well done, "Kayser."

FAIRFIELD MOTOR CYCLE CLUB (Vic.).

(Enquiries, V. Fenton, Kelvin Rd., Alphington, N.20.)

Although last month was fairly quiet for members, next month shows promise of being busier. Members Ray Smith and Kevin Lang rode at Moroney's Hill; Ray managed to get second in the championship sidecar race, being runner-up to Geo. Murphy. Ray has really got his bike going at last. Kevin is a good trier but never has much luck, he fought a losing battle with the river this time.

The club had a bit of quiet practice at the Eltham track early in October. Arrangements are under way for a combined scramble next month at this track. On November 17 the club is combining with Newport and Leongatha Clubs in a scramble at Leongatha. A picture night will be held next month.

Meetings are still held as usual in the Rifle Club Hall on Fridays at 8 p.m., not Tuesdays as incorrectly published in last month's notes.

HARLEY CLUB OF VICTORIA.

(Enquiries, P. Quincey, 29 Claremont St., South Yarra.)

New members: B. Hughes, A. Lang, W. Taylor, R. Ward, G. Coop, R. Corrigan, J. Evans, J. R. Blease, P. Wright, C. Stewart, D. Thompson, S. Snow, W. Bren, K. White and J. McKenzie are welcomed to the club.

The annual smoke night was attended by about 150 members and their friends, and was a merry night. The next big social night will be a cabaret dance at Coconut Grove on November 19; tickets are still available from treasurer R. Rattray-Wood, phone FW 8564. December 12 is the date for the children's Christmas party at Warrandyte, and the Christmas dance will be held at the Odd-fellows Hall on December 9. Members are asked to keep these dates clear.

At Nar-Nar-Goon on October 3 there were some very good events, but we would still like to know what happened to Bob Elsbury. At the A.C.U. Sports Parade, three members, "Dave" Tracey, "Mabel" McCubbin and "Flossie" Bennett appeared in a new role, and members look forward to a further display of their talent at the next open clubhouse week-end.

Congratulations to Hugh Tranter and Betty Winsor on their engagement, and to Charlie Leitch on doing the trick again, with a mate for young Peter.

HARTWELL MOTOR CYCLE CLUB.

(Enquiries, Secretary, 25 Chauvel St., Oakleigh.)

Activities during the month included a trial with Olympic and Box Hill, and the closed scramble at Jordanville. The club's entry for the trial was very poor but the three who did go had a very good time, and the club thanks Olympic for putting on such a good run. As for Jordanville, Ron Hunter blew up in the morning, went home, worked like mad, rebuilt his motor, had lunch, returned to track and blew up again, all inside two hours.

There may be a trip to Castlemaine in the very near future. Also coming is the annual Christmas party for the kids, and the social secretary would like to hear from members who intend going. It will be better than any ever before, so members are urged to support it and encourage the organisers.

W. Tabe, care of the club, is said to have full and first-hand information on what happens to teledraulic forks when you stack on the track, if any motor cyclist is interested to know.

NORTHCOTE MOTOR CYCLE CLUB.

(Enquiries, K. G. Mills, 7 Hartington St., Northcote, N.16. Phone JW 2791.)

On Sunday, September 26, the club supported the Preston Club's open hill climb championship. Geo. Johnson, on his hot cam Velo., put on a turn at the starting line, and is probably still feeling sore. Les Dickens rode his A.J.S. hard but not hard enough to get in the final money.

There was an acceleration test on October 3, but the meeting had just got under way when the rain started, keeping up for quite some time. During the enforced break, Mr. G. Shand, A.C.U. steward, inspected the course on his square four and declared it unsafe for racing, upon which the meeting was postponed to October 17, which turned out a nice day. Scratch and handicap events, both solo and sidecar, were held over 220 yards, and the boys saw how hot their bikes really were. Onlookers saw some very good racing with a lot of close finishes, including one or two dead heats.

Bernie Williams has got the Red Hunter going really well, and if he looks after his bike he should go a long way in the game. A combined sidecar and solo handicap was run to give all members a chance at the K. Walker Memorial Trophy, donated for annual competition by the parents of the late Ken Walker, and was won by Bernie Williams. Horrie Hart, disgusted with the ex-Snafu at a recent hill climb, took out the '47 model, which broke a down bar on him. Conspicuous by their absence were the High Street T.T. boys, who so often offend the public with their straight pipes and burns away from the traffic lights. When there's a speed meeting or any competitive event these chaps are always missing.

On November 21 there will be a combined sports meeting with Oakleigh, and there is a trial on the way in which any rider holding a licence will be able to compete, whether he rides a Flying Flea or a Black Shadow.

OAKLEIGH MOTOR CYCLE CLUB.

(Enquiries, G. Dodson, 114 Burlington St., Oakleigh.)

The sports meeting with Mentone Club on October 31 at Moroney's Hill was a good day in spite of the rain which fell at intervals during the meeting. Oakleigh came out on top with the most points. Dave Camm of Mentone is to be congratulated on winning the solo point score, while Bertie Thompson took the outfit class by a small margin for Oakleigh.

Coming events in the social line will include a picture night at the Town Hall on November 23, also a dance at the Town Hall, Drummond Street, Oakleigh, on the

Remember, closing date for Club Notes is the 30th of each month.

25th; tickets are available from the social secretary, Cec Black, at 108 Atherton Road. The open scramble on November 14 should be a good day, as the track is in good condition. There will be a sports meeting with Northcote Club at Moroney's Hill on November 21.

NUNAWADING MOTOR CYCLE CLUB.

(Enquiries, J. Milne, Blackburn Rd., Blackburn.)

The club has had a fairly active month and looks like being busy in the future. On Sunday 10th, members went to Jordanville to see the president win the second division of the 350 scratch and get a second to friend Godfrey after a battle in the all powers scratch. Sunday, October 24, Cliff Zerle and Gowan Collister entered the lists at Oakleigh but they had the bad luck to break down during practice. On the 29th was the Sports Parade, at which a certain pale-faced member gave a very good impersonation of the coloured American singers.

Sunday the 31st, most of the club turned up to join the working bee at Kelsythe (three miles along the mountain highway from Croydon) for the combined scramble on November 21 with Croydon and Richmond. There was a good roll up from all clubs, and another snake, who bit his tail hanging head first over a fence until the end of the day. The club would like to thank the boys from Croydon for putting on morning tea.

OLYMPIC MOTOR CYCLE CLUB.

Alan Ulmer and Bill Rowland have been elected sports and social secretaries respectively, and should get things moving soon. Ivan Billings, John Rowland, Frank Crompton and Norm King were club starters in the open Jordanville scramble; John managed to keep the Ariel going long enough to finish fourth, to his own happy surprise. The Ariel team work in the sidecar scratch was a treat to see.

The combined reliability trial with Box Hill and Hartwell was held on October 16. Five competitors must have been hungry as they missed the Belgrave control, going straight from Silvan to Emerald and so dropping 100 points cold. Jock Hine also missed the first secret control. All competitors and officials clocked in to the clubrooms for a welcome cup of tea while the results were worked out; they were, K. Keily (O.I.), outright winner and first solo; K. Smithson (B.H.), first passenger; G. Ulmer (O.I.), second solo; K. Alder (Hart.) and O. Tyler (B.H.), equal second passenger.

Members are looking forward to the scramble with Box Hill at Yea on December 5, and hope it will be as good as the trial. A club run was held to the Moroney's Hill Scramble Championships; Norm King put up a fine show in the sidecar championship and was unlucky not to get second at least.

PRESTON MOTOR CYCLE CLUB.

(Enquiries, L. Carter, 11 Hawker Ave., Preston. 'Phone JU 1596, after hours JU 1345.)

By the time "A.M.S." had appeared last month we had had our first annual club ball, at the Dorchester on September 9, which was most enjoyable. It was extremely well supported and everybody is looking forward to next year's. A run to the snow country was not very well supported, but those who did go to Lake Mountain really got amongst it, if reports and snapshots are to be believed. Members supported the open scramble at Newport and once again reported that a well conducted meeting was put on. September 19 was to have been a working bee at Whittlesea, but altered plans brought about the closed hill climb championships which were reported, with photographs, in "A.M.S." The following week, September 26, was the open championships.

The first October meeting, on the 3rd, was combined with Hartwell and Harley Clubs at Nar-Nar-Goon. A feature of the meeting was that no rain fell until the last race, quite something for that part of the world. The

sports secretary's report showed that our friends from Hartwell and Harley took most of the places, but it was good fun.

A crop of new, young riders is coming on who will keep the Preston flag flying. Jordanville was the next venue for open riders, run by Richmond and supported by Preston, while October 17 saw the lads wending their way to Eden Park to contest the closed scramble championships. The dust was trying, and a detour was necessary to dodge a very rough section of the old course; however, there was a good turn-up of riders—12 starting in the 350 c.c. championships alone. Newcomers Bruce Haley and the Pizzaresky brothers deserve mention for their success, and Herb, brother of Jack Rudd, did well for himself in his first attempt in the competitive field, riding a Douglas needless to say. Results were as follows:—

350 c.c. Championship, K. Johnston 1, E. Harris 2, R. Herring 3; time, 6.51. All Powers Championship, K. Johnston 1, J. Rudd 2, K. Rodda 3; time, 6.53. Sidecar Championship, E. McGan 1, J. Nelson 2; time, 7.48. Sidecar Handicap, L. Pizzaresky 1, E. McGan 2; time, 8.15. All Powers, B grade, B. Haley 1, R. Herring 2, H. Rudd 3; time, 7.19. All Powers Handicap, H. Rudd 1, R. Herring 2, B. Haley 3; time, 11.2.

On October 19 Freddy Lang put on a movie show of old-time comedies and shots of racing at Darley, Greensborough and the winter and sporting trials.

RICHMOND MOTOR CYCLE CLUB.

(Enquiries, A. R. Lee, 195 Edwardes St., Reservoir, N.19.)

Three club riders competed at Jordanville on October 10; none of them did any good for themselves unfortunately. The press correspondent apologises to Bill Hughes for not mentioning his good ride at Fisherman's Bend when he ran 5th in the senior T.T.

The track at Seymour is taking good shape, and the ladies' committee is starting to organise one of their good socials for December. Next meeting of the club will be held at the M.U. Hall at Collingwood on Friday, November 12.

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THE SPORTING MOTOR CYCLE CLUB.

(Enquiries, L. H. Walker, 101 Fyans St., Chilwell, Geelong.)

There has been considerable disappointment about postponement of the Ballarat airstrip meeting owing to refusal of permission to use the strip. A large number of entries from the club have been lodged, and the boys are hopeful that permission will be granted next time.

One inter-club meeting has already been held on the club's newly found hill climb, which is close to town, but as the condition of the track permits only one rider at a time to compete, much work needs to be done before the big meetings will be possible.

Next month will be busy—the club will be supporting Ararat scramble on October 31, although not many members have entered; after Ararat riders will be preparing for the grass track meeting at Mortlake on November 21. Good progress has been made on the Bonnievale track for the meeting on November 28. As this will be the first really representative post-war Western Centre event, great things are expected of it. The club plans to have the track as nearly perfect as possible by the 28th. A picture night has been arranged by the Vacuum Oil Co. at the club rooms on November 15.

ST. KILDA MOTOR CYCLE CLUB.

(Enquiries, L. Bloomfield, 13 Jackson St., St. Kilda. 'Phone LA 2334.)

Members who joined in the club run to Flinders Naval Depot on October 3 had a memorable day even if it did rain. On the 10th an open scramble organised by Richmond, St. Kilda and East Malvern was held at Jordansville, where Geoff Blythe scored three wins and Jack Giles and George Murphy one each.

The monthly dance was held on Friday 22nd, and although the weather stopped a good attendance the entertainment was up to standard. The Moroney's Hill annual scramble championship on Sunday 24th was turned into a St. Kilda benefit, as Dunc Smith won the 250 c.c., Geoff Blythe won the 350 c.c. and all powers, while George Murphy again retained his title for the third year in succession in the sidecar event.

Coming events include a proposed scramble between Essendon, Harley and St. Kilda Clubs at Keilor on November 21.

NEW SOUTH WALES

ARNCLIFFE-BEXLEY MOTOR CYCLE CLUB.

(Enquiries, J. Kay. 'Phone LX 3736.)

Highlight of the club's October activities was the Gold Star attempt by five of the boys, only two of whom were successful. Ken Wilson had a mean speed of 114 m.p.h. and L. Cox did 107 m.p.h. Both were mounted on H.R.D.'s and they weren't hotted up. Ken Wilson had a shot at the accelerated quarter mile and did it in 14.3 seconds, which he will better with more practice at getting away. Worthy of mention is Geoff Roberts who has had two wins and one second in the last eight weeks; it looks as if his bad trot has finished.

Coming events are the cricket match with Central M.C.C. on November 28, a night novelty trial on December 1, and the night of the year, the annual smoko on December 8 (if beer is still available).

Although membership is now over the hundred mark, new members are always welcome, so riders who wish to join a really progressive club are invited to come to the clubroom, 418 Forest Road, Bexley, every alternate Monday night at 8 p.m.

EASTERN SUBURBS MOTOR CYCLE CLUB.

(Bondi-Waverley School of Arts, Bondi Rd., Bondi, N.S.W.)

As space will not permit a full cover of all club activities since the last news, only the more important happenings can be men-

tioned here. Over the October holiday weekend the club spent two days racing at Ger-ringong Beach. On Sunday there was the 1948 flying ¼-mile championships, winners in the various classes being A. Wells (77.6, 250 Velo.), H. Burch (77.6, 350 Velo.), K. G. Waggott (94.7, 500, 750 and all powers, Velo.), L. Taylor (63.0, 500, 750 and all powers s/c, Ariel), N. Gibbons (B.S.A.) and J. Shaw (B.S.A.) 68.44, 500 s/v., R. K. Fitzhenry (72.6, 500 s/v., Scott), A. D. Wells riding his 250 Velo. then tried for a Gold Star and was successful with 76.9 m.p.h. In a flying quarter handicap N. Gibbons was 1st, K. G. Waggott 2nd and J. Shaw 3rd, while in an accelerated quarter J. Shaw (19.6) was 1st, N. Gibbons (20.7) 2nd and A. Wells (16.4) and K. Waggott (16.1) 3rd. Waggott's time lowered the club record by .2 seconds. All the Sunday events were slowed by a bad beach and times were up to 6 m.p.h. slower than they should have been.

On the Monday there were races, first a 10-mile handicap, won by Jack Shaw, who had just sufficient power with the s/v. B.S.A. to keep it turned on all the time. The 5-mile race was won by Jim Taylor, dirt-tracking the corners and polishing the marker posts with his leathers. Ted Cullen, on his new cammy Velo. won the 2-mile race, Bob "The Fox" Braund having to be satisfied with 2nd place.

The other important event was the grass track challenge with Annandale-Leichardt, the King of Clubs, held at their Holdsworth course on October 24. The day's racing was excellent, clean, and chock full of good sportsmanship. Final scores were: Annandale-Leichardt 37 and Easts 58. Rumours are that the Annandale-Leichardt boys will request a return challenge and that Easts will look forward to it—the clubs have won a day each, so the third will be exciting. That's all the news for this month from Fritzie.

FAIRFIELD MOTOR CYCLE CLUB (N.S.W.).

(Enquiries, Secretary, 60 Bazentine St., Belfield.)

During September and October the club managed to run an event every week-end, and the most outstanding of these were the sporting trial on October 10 and the T.T. events on September 4 and October 23, both of these being at Whynstones. Results were:—

Sporting Trial (10/10/48). J. Thompson 1, S. Ward 2, R. Hardacre 3. On September 4, Scratch Race, J. Hughes 1, K. Baxter 2, A. Annesley 3; Handicap Race, K. Baxter 1, S. Ward 2, R. Corlett 3. T.T. Races (23/10/48), Scratch Race, A. Annesley 1, R. Hardacre 2, A. Whittingham 3, and the Handicap, J. Thompson 1, A. Annesley 2, R. Hardacre 3.

Lack of a suitable hill and the fact that Hoxton Park airstrip is no longer available to us prevents us from holding a hill climb or flying quarter mile for the time being.

As was the pre-war practice, club certificates for first, second and third will be awarded to all those members who have been placed in events since 1946.

SOUTH AUSTRALIA

35 ALL POWERS CLUB.

(Enquiries, G.P.O. Box 949 H, Adelaide, S.A.)

This club has been formed by a group of motor cyclists whose intention it is to have a good social club apart from the usual Adelaide clubs. A bright future seems assured as the club has 35 members and its own clubrooms at the Scout Hall, Augusta Street, Maylands. Motor cyclists are cordially invited to join the club and join in the fun. Ask any rider you see with the distinctive golden eagle on his jacket.

The first run was to attend the annual M.T.C. rally, where the club team, headed

by club captain Clair Paley, was prominent. Next there was a three days' camp at Woodside attended by 16 members, then there was a picture night at Shell House on October 21 attended by 70 people. The social secretary is to be congratulated on his competent organising. Watch the weekly "Express" for details of future outings.

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For Sale.—Mercury engine. This engine has never been used, only done few hours on bench, been built for racing without regard to cost. Ignition by Scintilla Vertex mag., fitted with Winfield cam., twin Winfield carbs., adjustable tappets, lightened flywheel, 8½ to 1 compression, ports, rods, crankshaft polished, special exhaust pipes, enlarged tube cooled sump, alloy heads. All parts new, numerous spares. Opportunity to obtain really hot motor for £160. K. A. Morarty, 46 Robeson St., West Preston, Vic. 'Phone JU 1053.

For Sale.—Austin 7 h.p. spare parts, including crankshafts, all models. Warren, 8 Redmyre Rd., Strathfield, N.S.W.

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For Sale.—Five only new unused 6.00 x 16 Dunlop racing covers. Price £12 each. J. A. Denniston, 95 Flinders St., Melbourne, Vic. 'Phone JM 1533.

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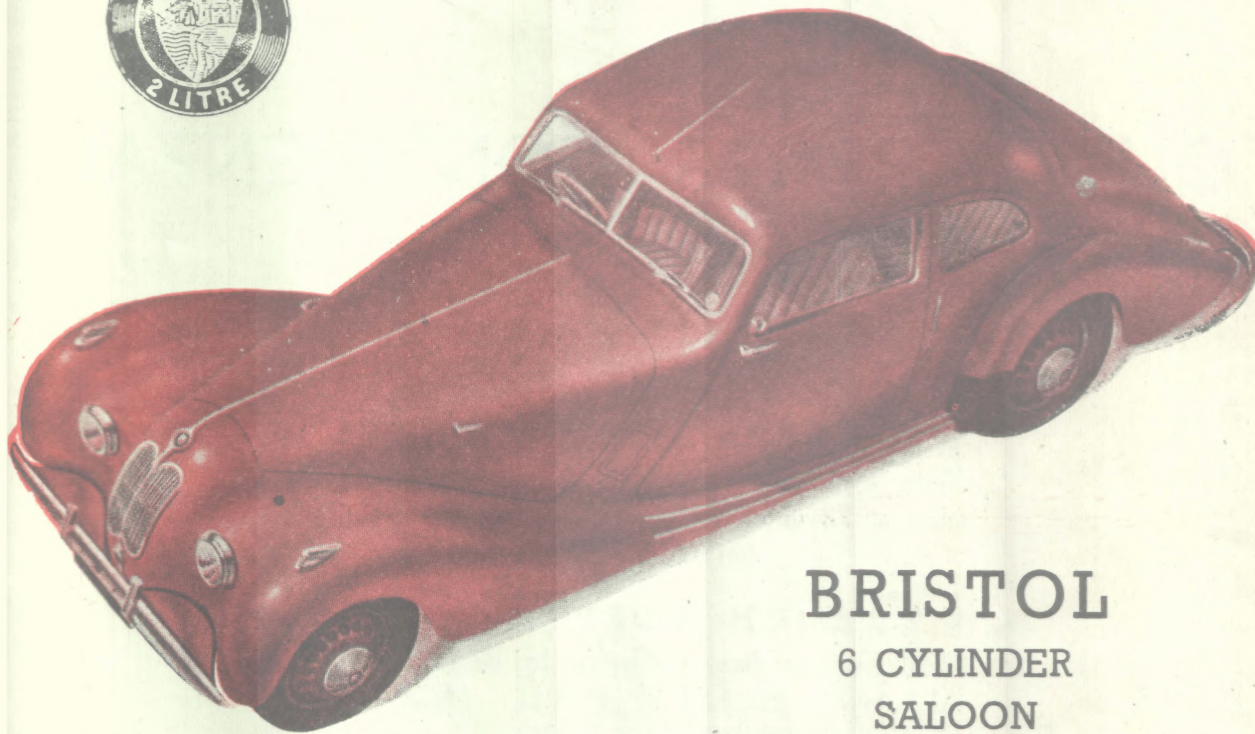
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Wanted.—For vintage 3-speed Scott, kick-starter assembly or parts, duplex Pilgrim body. Taylor, "Morneve," Leopard St., Sth Brisbane, Qld.

Wanted.—Riley nine handbook, 1929-30. W. Hatty, 13 McCarron Parade, Essendon, Vic. 'Phone FU 5810.



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